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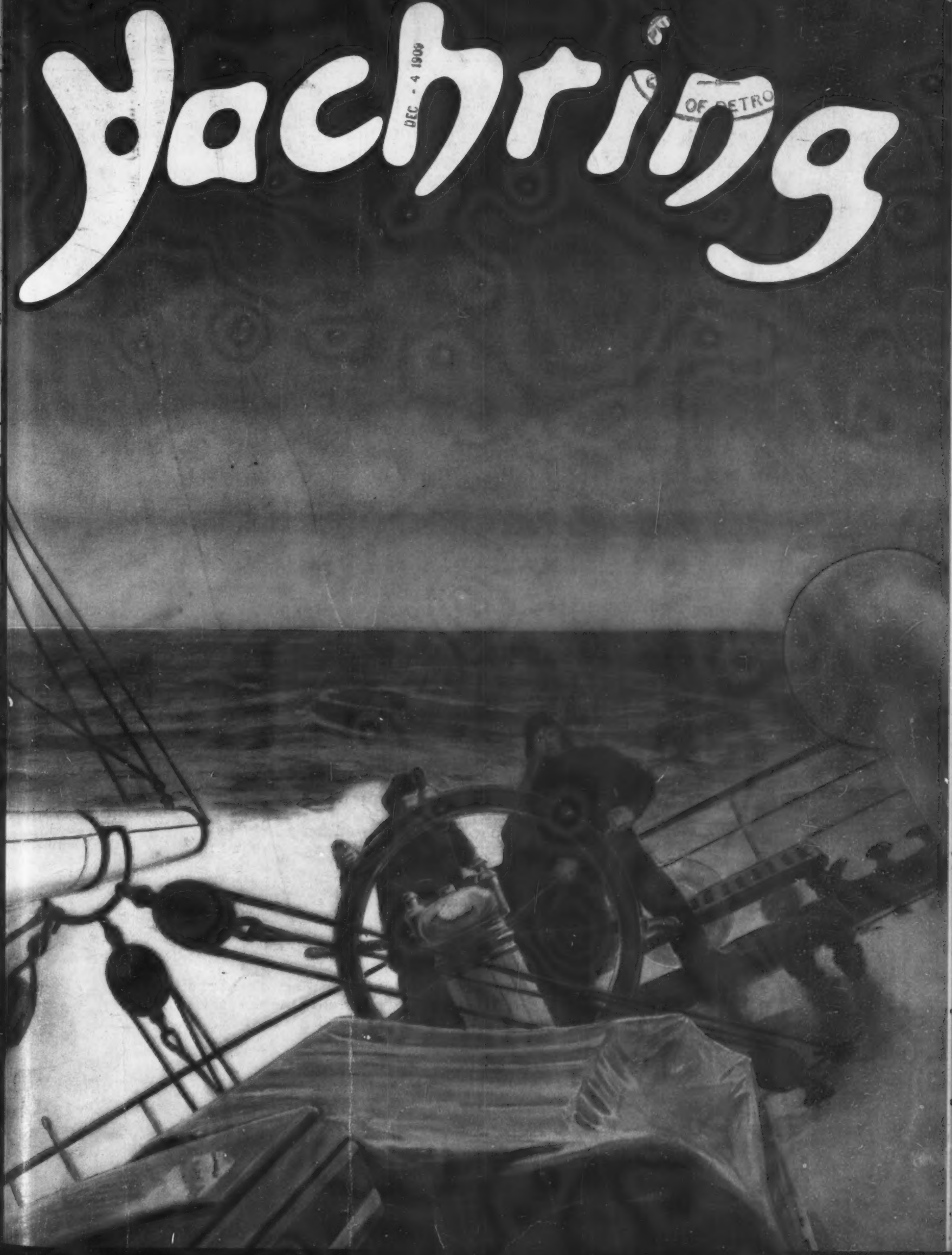

"HAIDA-PAPOOSE"

ANOTHER Elco TRIUMPH

"Haida-Papoose" was built by us this season for Col. Max C. Fleischmann to carry on the davits of his Auxiliary Schooner Yacht HAIDA in order, as Mr. Fleischmann expressed it, "that he might take a spin when the wind failed him!" "Haida-Papoose" is 21-foot over all and equipped with a 40 H. P. gasoline motor.

Mr. Fleischmann's yacht attended the Hudson-Fulton Celebration at New York, Yonkers and Newburgh, where the "Haida-Papoose" was entered in all the races held for her class and in each race she won easily.

Her owner tells us that he obtained from this little boat, pleasure to a degree not at all anticipated when he purchased it, and that his satisfaction is absolute and complete.

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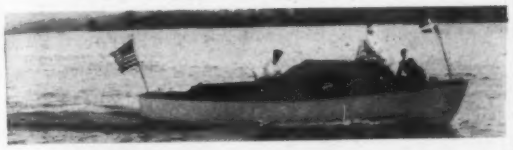
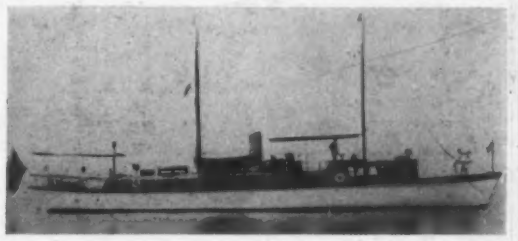
NO. 933—Centreboard auxiliary yawl; 66 x 46 x 17 x 5 ft. draft. Lead ballast. Three staterooms, large saloon, etc. 18 H. P. Craig engine; speed 7 miles. Electric light plant, etc. Excellent bargain. H. J. Gielow, 52 Broadway, N. Y.

NO. 1365—Fast twin-screw cruiser of hunting cabin type; 62 x 12 x 4.6 ft. Speed 12 to 14 miles. Two 4-cyl. Craig engines, developing 60 H. P. Finish of mahogany. Saloon, toilet, galley, etc. Best construction. Bargain. Apply to H. J. Gielow, 52 Broadway, N. Y.

NO. 915—BARGAIN.—Herreshoff keel and centreboard sloop; (similar to cut) 42.2 x 28.3 x 9.3 x 4.1. ft. draft. Built 1902 outside lead. Accommodations for four. Ratsey sails, also others. Very fast and able. Details, permit, etc. from H. J. Gielow, 52 Broadway, N. Y.

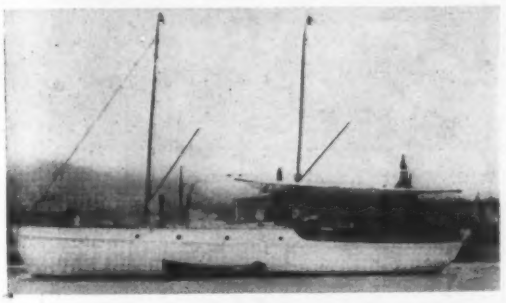


NO. 2828—Hunting cabin launch; 31.9 x 6.6 x 2.2 ft. Speed 9 to 10 miles; 18 H. P. Lamb engine. Accommodations for two to four. A strong, well built boat, and excellent seaboat though beam may seem narrow. Everything in first class shape. H. J. Gielow, 52 Broadway, N. Y.

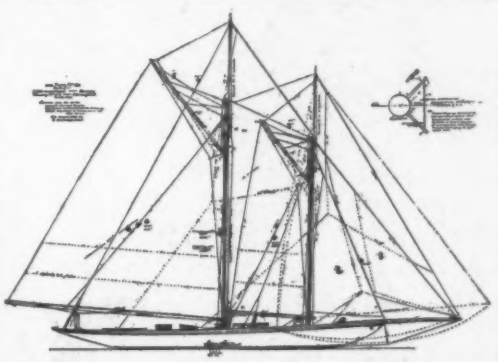


NO. 1895—Power yacht, 85 x 14 x 5 ft. Built 1907 of best materials. Handsomely finished and furnished. Three double staterooms, bath, two toilets, etc. Speed 10 to 11 knots; 70 H. P. 20th Century engine. Electric lights, electric heating system, large fuel and water capacity. Bargain as owner has steam yacht. H. J. Gielow, 52 Broadway, N. Y.

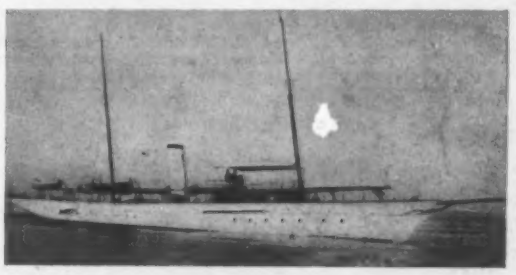
NO. 2025—FOR SALE.—75 x 12 ft. power yacht; 100 H. P Standard engine. Speed 12 miles. Probably the best bargain ever offered for yacht of her size, age, excellent condition, etc Plans, etc. from H. J. Gielow, 52 Broadway, N. Y. sole agent.



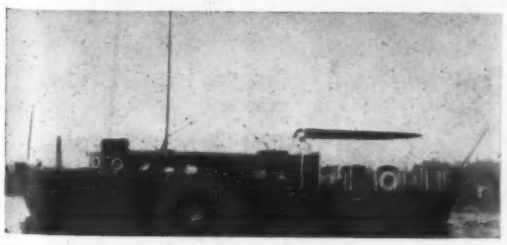
NO. 2818—Handsome Lawley raised deck cruiser; 50 x 10.3 x 2.6 ft. Very best construction. Interior finish, mahogany and butternut. Double stateroom, 10 ft. saloon, two toilets, etc. Motor 24 H. P. 4-cyclinder, 4-cycle; speed 10 miles. Price low. H. J. Gielow, 52 Broadway, N. Y.



NO. 1049—Attractive, able schooner yacht; 72.8 x 46 x 15.6 x 8 ft. draft. Built 1901 from Crowninshield's designs. Outside lead. Two staterooms, large saloon, three toilets, etc. Very complete inventory. Price very low. H. J. Gielow, 52 Broadway, N. Y.

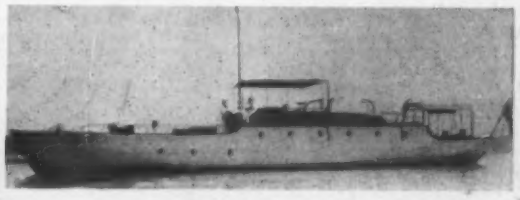


NO. 1935—SACRIFICE.—173 ft. steel steam yacht. Speed up to 17 knots. Five staterooms, three baths, large main and dining saloons. Exceptionsl deck room. Owner has larger steam yacht. Details, plans, etc. from H. J. Gielow, 52 Broadway, N. Y

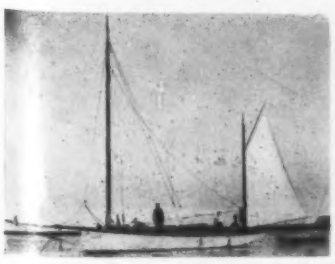


NO. 1983—Very desirable trunk cabin cruiser; 38 x 9 x 3 ft Built 1907 by well known firm in best manner. 15 H. P. 3 cylinder, 4-cycle 20th Century motor. Finish of selected mahogany throughout. Completely furnished. Details from H. J. Gielow, 52 Broadway, N. Y.

NO. 1566—VERY CHEAP.—Steam houseboat, 90 x 17 x 3.6 ft. Built 1907. Five double staterooms, 16 ft. saloon, bath, etc. Triple expansion engine; water tube boiler. Speed 8 knots. Particulars from H. J. Gielow, 52 Broadway, N. Y. Also have several attractive offerings in gasoline houseboats.



NO. 1380—Twin screw power yacht; 71 x 12 x 3.3 ft. Built 1906. Two 25 H. P. Standards; speed 12 to 13 miles. Two double staterooms, two toilets; large fuel capacity. Bargain as owner has larger. Particulars, plans, etc. from H. J. Gielow, 52 Broadway, N. Y.



NO. 1545—Very comfortable and able keel auxiliary yawl; 36 ft. over all, 30 ft. waterline, 12 ft. 6 in. beam, 5 ft. draft. Built 1904 in very substantial manner. New 10 H. P. Craig motor; speed 7 miles. Excellent equipment. Built for off-shore cruising. H. J. Gielow, 52 Broadway, N. Y.

NO. 2768—New type power cruiser; 50 x 10.3 x 3.6 ft. Very roomy and seaworthy, with unusual deck space. Finish of mahogany throughout. Speed 11 miles; 25 H. P. Standard engine. Any one wishing boat for long distance and day cruising combined will do well to investigate this. H. J. Gielow, 52 Broadway, N. Y.

NO. 540—Attractive, desirable auxiliary yawl; 77 x 52 x 16.9 x 7.5 ft. draft. Designed and built by well known firm. Three staterooms, bath, three toilets, etc. Very handsomely finished and furnished. Sails new 1908. Craig motor 35 H. P. speed 8 miles. H. J Gielow, 52 Broadway N. Y.

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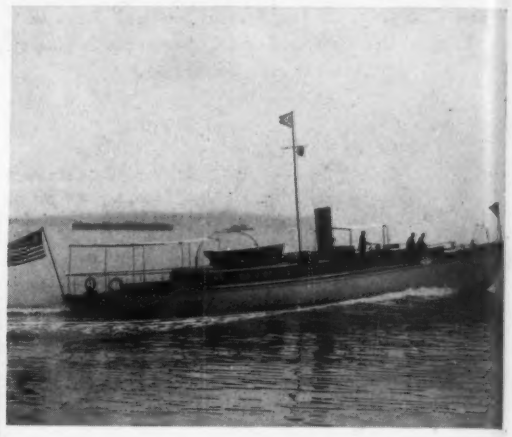

FOR SALE OR CHARTER

NO. 7160—FOR SALE.—This launch, 42 x 38 x 8.6 x 3.6. Ideal tender to racing yacht. Is powerful and good sea boat. Can sleep two and has toilet. 25 H. P motor. Copper tanks piped outboard. In good condition. Owner will sell reasonably. Water tanks, ice box, awnings, etc.

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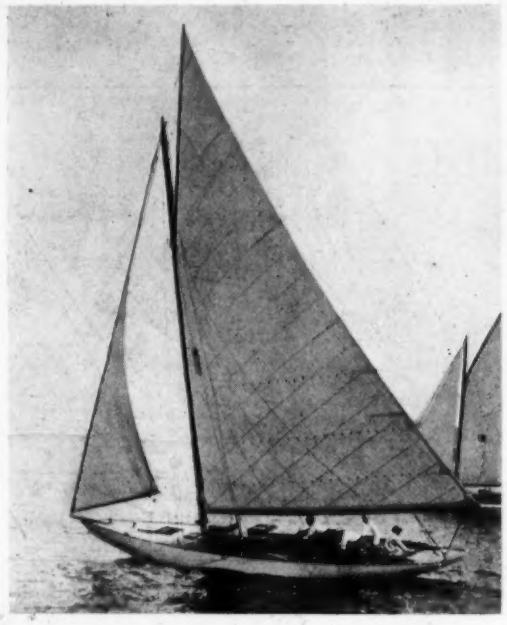
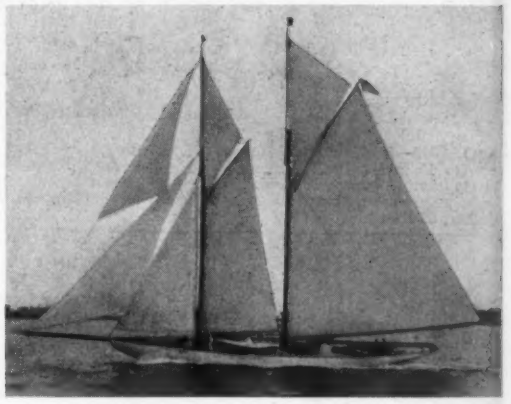
NO. 7870.—For sale at a very reasonable figure, this runabout 32.2 x 6 x 2.5. Construction of the best. Will seat ten to twelve people. Has a specially built 20 H. P. motor, speed 16 miles. Mahogany finish. Complete equipment. A handsome boat in good condition. Can be purchased at a bargain figure.

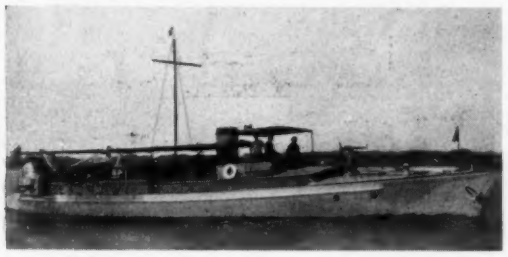


NO. 3122—For sale at reasonable figure. New York Yacht Club. 30 ft. class. 43.6 x 30.1 x 8.10 x 6.3. Designed and built by Herreshoff. Fast and able. Finished in mahogany. Sleeps six. Has galley and toilet. Good condition, new sails.

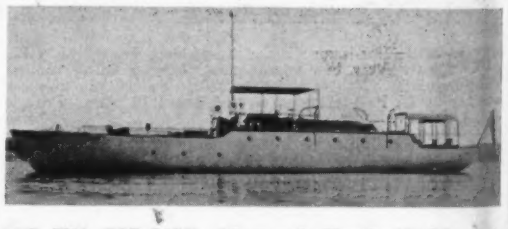
FOR SALE OR CHARTER



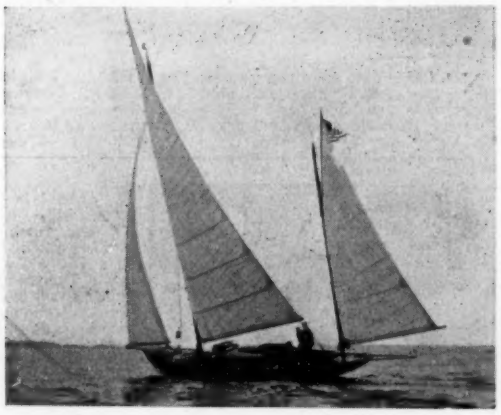
NO. 4543—FOR SALE.—This fast, handsome auxiliary schooner. 89 x 62 x 18.3 x 8.5. Built 1902. 25 H. P. motor recently installed. 25 tons lead ballast. Ratsey sails. Three staterooms, one double and large saloon. Best possible condition. Carries three boats including launch. Fully found. Sell at low figure.



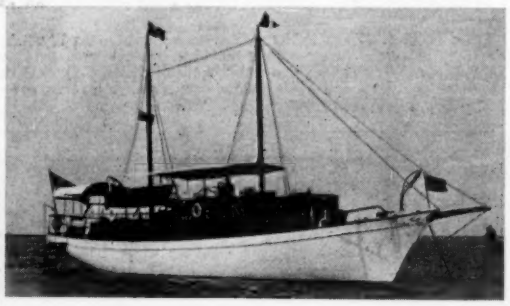
NO. 7275.—This cruising motor yacht, 72 x 68 x 13 x 3.8. Built 1907. Twin screw having two 25 H. P. Standard motors. Speed 11 knots. Has cruised between Boston and Florida. Has one stateroom with two berths, saloon sleeps four; two toilet rooms. Very able sea boat. Carries a launch. Complete outfit. Owner anxious to sell.



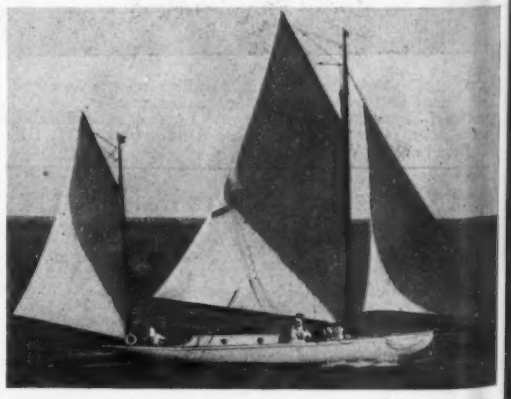
NO. 7314—FOR SALE.—Motor yacht 70 x 62 x 12 x 3.6. Built 1906. Twin screw. Two 25 H. P. Standard motors, large cockpit and bridge deck. A three man boat, two staterooms and saloon. Very handsome finish. Has launch and other boat. Complete equipment, best condition. Owner very anxious to sell.



NO. 3095—For sale. Able Lawley cruising auxiliary yawl. in good condition. Has cruised up the Maine coast. 5 H. P. motor, 37.9 x 25 x 9 x 5.6, 6,000 pounds lead ballast. Can sleep six. Toilet room and galley. Very complete outfit. Owner anxious to sell. 5 ft. 11 ins. headroom. Large cockpit.

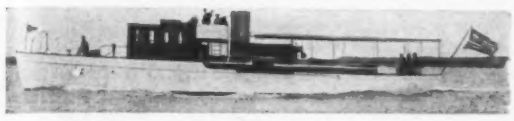


NO. 7462—FOR SALE.—This unusually heavily constructed power cruiser, 70 x 56 x 12.9 x 4.6. Very handsome finish. Exceptional available deck space. Condition, the best. 6-cyl. 60 H. P. Lamb motor. Electric light. Sleeps six in owners party. Has bath room. Carries launch and other boat. Owner anxious to sell.



NO. 5522—FOR SALE.—Able cruising auxiliary yawl, 45 x 31 x 12.1 x 5.9. New sails this year. 7 H. P. Fay & Bowen motor. One large stateroom, cabin sleeps four. Berths forward. Toilet room, galley, tender. Best condition. Owner anxious to sell.

NO. 5580.—92 ft. Sleeps eight; bath; electric lights; two 50 H. P. Standards: speed actually 13 miles. Stanley M. Seaman, 220 Broadway, New York.



NO. 5967.—81 ft. Very commodious accommodations. Two staterooms; two saloons; bath; electric lights; 100 H. P. Standard; speed, 13 miles. Stanley M. Seaman, 220 Broadway, New York.

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NO. 5977.—55 ft. latest type cruiser. Large stateroom and cabin 25 H. P. Standard. Fully equipped. Want immediate sale. Stanley M. Seaman, 220 Broadway, New York.

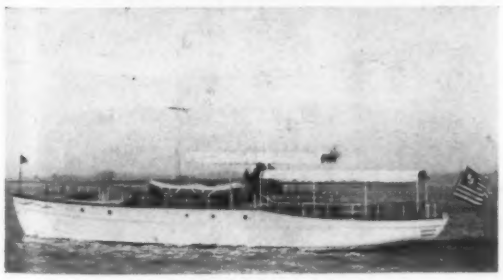
NO. 5963.—54 ft. (photo sister boat). Ideal day cruiser with sleeping room for four. 25 H. P. Standard; speed. 11 miles. Perfect condition throughout. Stanley M. Seaman, 220 Broadway, New York.

NO. 5896.—54 ft., new this year. Most elaborate and distinctive craft of character. Teak inside and out. Double State room; Saloon with tile fire place, Bath room, Electric light throughout. Stanley M. Seaman, 220 Broadway, New York.

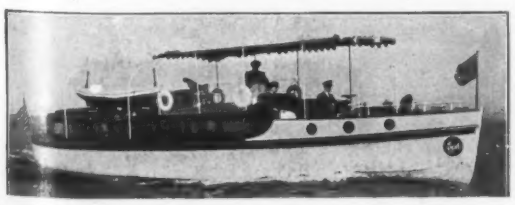
NO. 10800—FOR SALE.—Class 'Q.' Gielow-Downs 1907. 8,500 lbs. lead on keel. 36 ft. 11 ins. over all, 25 ft. waterline, 8 ft. 1 in. beam, 5 ft. 9 ins. draught. Double planked—cedar and mahogany; copper fastened throughout. Built regardless of expense—cost $4,200. Two suits sails—Ratsey and Wilson & Griffin. Everything in absolutely perfect condition. Finished third in New York Athletic Club Block Island races 1907 and 1909. Owner having larger boat will sacrifice. Price $1,000. Seen New York. Apply to Stanley M. Seaman, 220 Broadway, New York City.

NO. 5783—FOR SALE AT SACRIFICE.—Beautiful cabin launch 46 ft. over all, 9 ft. 7 in. beam, 3 ft. 6 in. draught. Has cruised Lake Ontario and Atlantic coast from North Carolina to Cape Cod. Finished throughout in finest mahogany. Sleeps six. New 20 H. P. Globe motor; speed 11 miles. Acetylene gas light. Complete equipment. Perfect condition throughout. Ready to go in commission. Cost $6,500. Price $2,500. Owner bought larger. Seen New York. Inquire of Stanley M. Seaman, 220 Broadway, New York City.

NO. 5762—FOR CHARTER.—Seagoing gasolene cruiser built 1907. 97 ft. over all, 17 ft. beam, 3 ft. 11 ins. draught. Very heavily constructed for sea work. Two double, two single staterooms, saloon 15 x 18 ft. all mahogany; bathroom with shower; two crew staterooms. 7 ft. headroom throughout; all windows screened. Large upper deck. Two 50 H. P. Standards. Speed, 10-12 miles. Built particularly for Southern cruising; has covered 40,000 miles past three years, including Great Lakes, Mississippi River, Gulf of Mexico, Cuba, Atlantic Coast, Florida to Maine. Her owner being on a round-the-world trip until June, 1910, offers her for charter in the meantime. Ready for immediate service, Jacksonville, Fla. Address Stanley M. Seaman, 220 Broadway New York City.



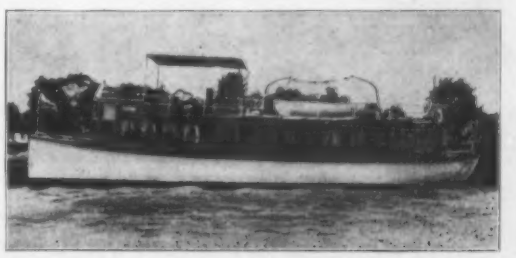
SATANITA—Winner "Rudder Trophy" in Ontario 300-Mile Race. A rare opportunity. 60 ft. over all; 30 ft. beam; 3 ft. 9 ins. draught; 6-cylinder, 50 H. P. Standard engine. Speedy, magnificent sea boat, luxuriously fitted up; sleeps eight aft, four forward; double stateroom. Designed by Whittelsey; built by Jacobs in 1909. A perfect craft. Best of reasons for selling. Thomas B. Pritchard, Rochester, N. Y.



FOR SALE.—At a sacrifice, 50 ft. raised deck cruiser "Eph," 9 ft. beam, 31 in. draft, speed about twelve miles, excellent construction, natural oak cabin, has stateroom, toilet with bath, commodious saloon, complete galley, motor beneath bridge deck, hull built by Truscott, motor 6 cylinder Speedway. Now cruising south via Mississippi. Immediate delivery. Specifications on application. Truscott Boat Manufacturing Co. St. Joseph, Mich.

FOR SALE.—Keel cabin sloop. Jib and mainsail rigged. Fine modern boat built by Jacobs, City Island. In excellent condition. 32 ft. over all, 21 ft. waterline, 8½ ft. beam, 4 ft. 2 ins. draught. Lead keel, brass rudder, exceptionally large self-bailing cockpit, ice box, air cushions, eight sails, fully equipped for cruising. Will send photograph. Address F. W., Station 182, N. Y. Post Office.

WANTED—Centreboord sloop, about 30 feet, with or without power. For Great South Bay. Address, with full particulars and price, Cash, P. O. Box 956, New York City.



FOR SALE—Motor yacht "Florida," 50 x 12 x 3. Nearly new Hull and machinery in the pink of condition. Splendidly equipped for cruising. Berths for nine. Bathroom, electric lights, power tender, dinghey. Copper-fastened salt-water fittings throughout. Fine sea boat. R. D. Palmer, 366 Mount Vernon Avenue Columbus Ohio.

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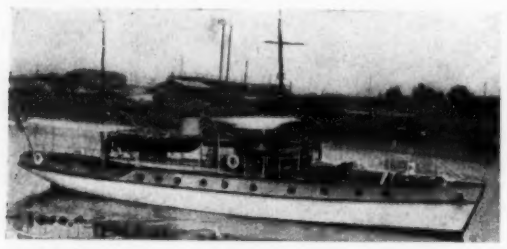
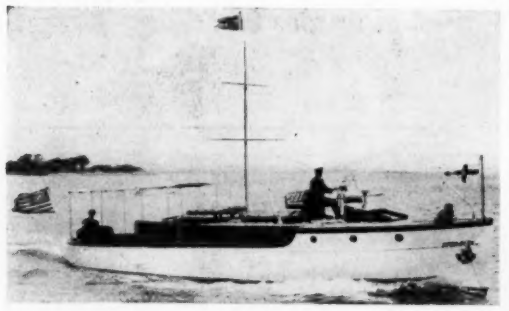
NO. 459.—Twin-screw gasoline motor yacht, 91 x 82 x 15 x 5 ft. draught, launched 1907; equipped with two 50 H. P. Standards; two double, two single staterooms; one bathroom, two toilet rooms; sleeps eight comfortably.



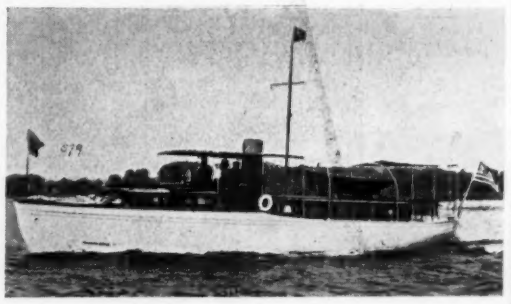
NO. 1000.—Cruising power launch 70 x 62 x 12 x 4.6; Craig engine; launched 1909.

NO. 613.—Cruising launch 45 x 40 x 9 x 3.4 draught; launched 1909; speed 13 miles; price attractive.

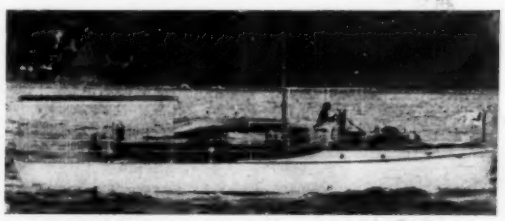


NO. 570.—Fast cruising launch, 43 x 42 x 8 x 3 ft. draught; launched 1909; sleeps four; mahogany finish throughout; all conveniences; 55 H. P. Sterling; speed 14 miles. Price attractive.

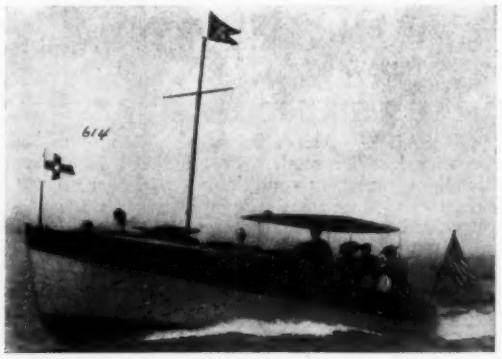
NO. 464.—Cruising motor yacht, Lawley design and build, 81 x 73 x 13 x 4 ft. draught; launched 1907; speed 15 miles; two double, two single staterooms; two berths in saloon; sleeps nine; equipped with 100 H. P. Standard, self-starting. Price attractive.



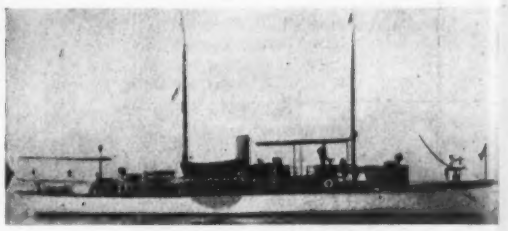
NO. 579—Cruising launch, 60 x 11.6 x 4 ft. draught, excellent accommodations; launched 1909; price attractive.



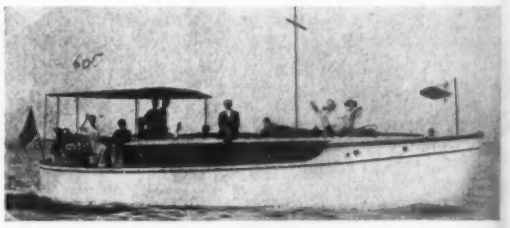
NO. 605.—Raised deck crusing launch 50 x 47 x 10.6 x 3 ft. draught; launched 1909; price attractive.



NO. 614.—Cruising power launch, 36 x 32 x 7.6 x 2.8 draught; launched 1909; speed 12 miles.



NO. 372.—Attractive 85 ft. cruising power yacht, beautifully finished, fitted and furnished; one single, two double staterooms, large saloon; speed, 12 miles. Excellent seaboat. Price attractive.



NO. 618.—Cruising power launch; 38 x 34 x 10 x 3 ft.; launched 1909; price attractive.

NO. 1502.—Cruising launch 48 x 43 x 10 x 3 ft. draught; launched 1909; price attractive.

NO. 609.—Cruising launch 40 x 35 x 8 x 2.9; launched 1909; price attractive.

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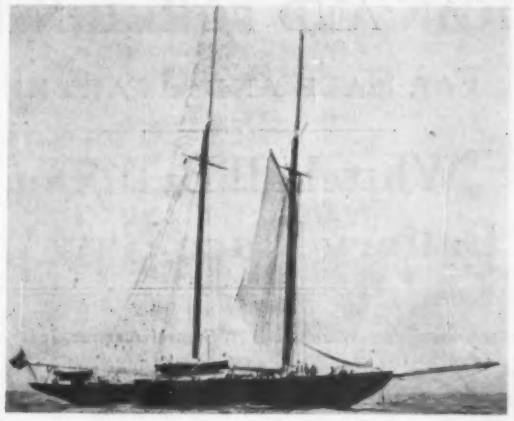
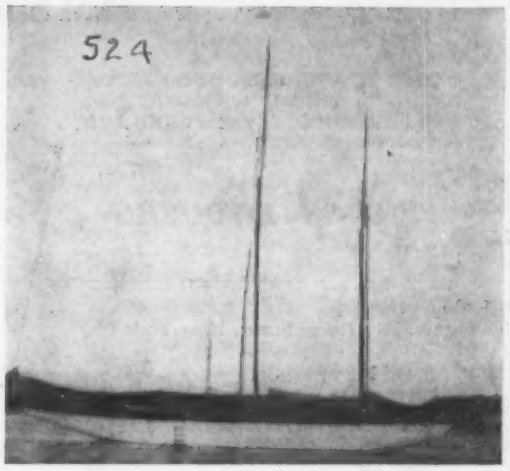


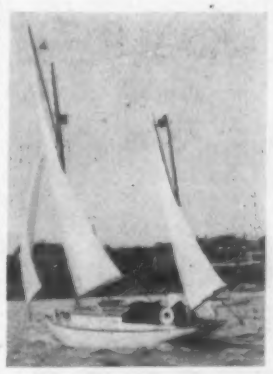
NO. 294.—93 ft. keel auxiliary schooner; price very attractive.



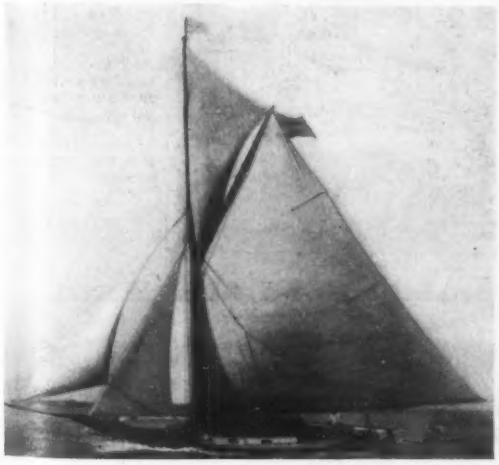
NO. 524.—Keel cruising schooner yacht 72 ft. over all; price attractive.

NO. 1924—Well known racing and cruising sloop, 64 ft. over all.

NO. 6—N.Y. Yacht Club 30-footer; several for sale.



NO. 9—38 foot keel auxiliary yawl; sacrifice.



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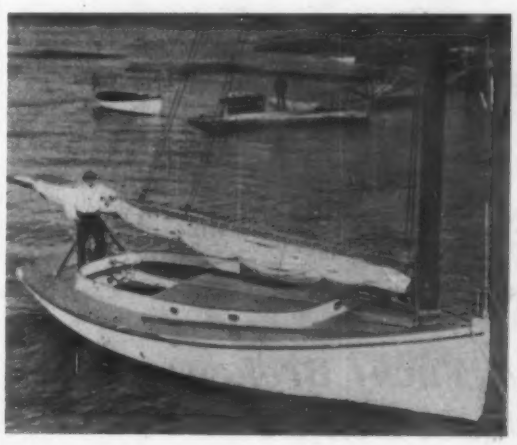

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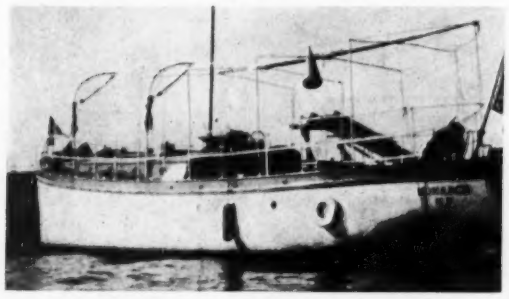

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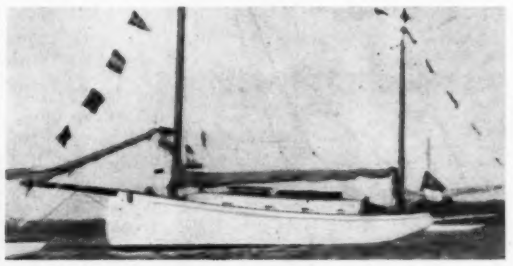

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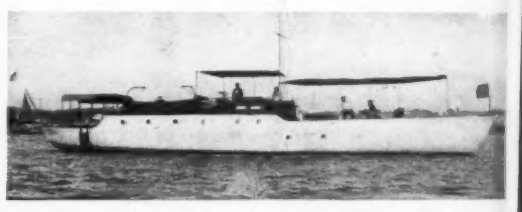

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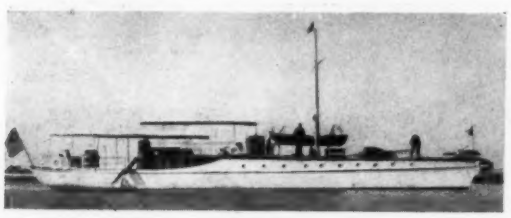
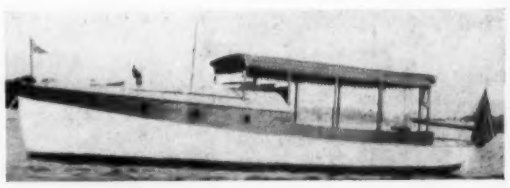


NO. 3681.—80 x 72 x 14 x 4½ ft., built by Seabury 1906. Two staterooms, large main saloon, bath, etc. Two 50 H. P. Standard engines. Price very reasonable.



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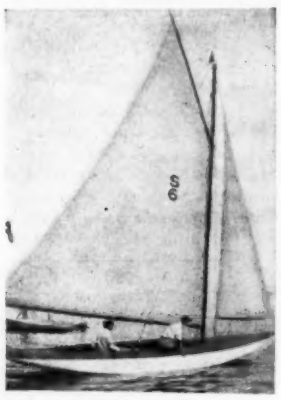

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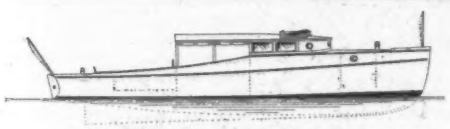

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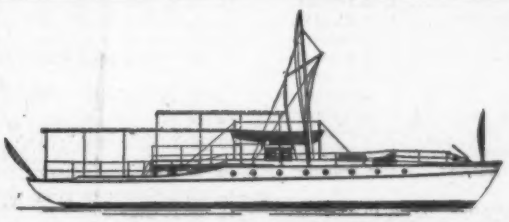

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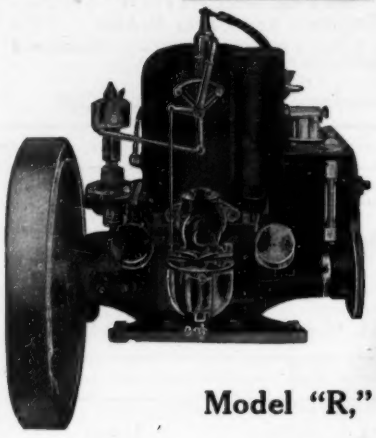

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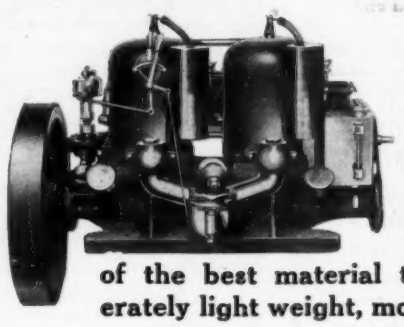

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6 H. P. Gray won.	2d	San Diego, Cal.	July 5	"Gray Streak"	G. E. Bowles.
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6 H. P. Gray won.	2d	San Diego, Cal.	Aug. 22	"Hummer"	F. Benham.
		1st place in this race won by a Gray.			
6 H. P. Gray won.	3d	San Diego, Cal.	Sept. 6	"Hummer"	F. Benham.
		1st place in this race won by a Gray.			
6 H. P. Gray won.	1st	Twin Lakes, Conn.		"Grayling"	C. S. Blake.
6 H. P. Gray won.	1st	Chicago, Ill.	Sept. 6	"Blanche"	E. J. Bigelow.
6 H. P. Gray won.	1st	Vincennes, Ind.	June 10	"R. E. R."	C. Ritterskamp.
6 H. P. Gray won	1st	Vincennes, Ind.	June 17	"R. E. R."	C. Ritterskamp.
6 H. P. Gray won.	1st	Vincennes, Ind.	June 24	"R. E. R."	C. Ritterskamp.
6 H. P. Gray won.	1st	Detour, Mich.	Aug. 12	"Friendship"	G. W. Bryant.
6 H. P. Gray won.	1st	Clear Lake, Ia.		"Ho-Bo"	Mark White.
6 H. P. Gray won.	1st	Friendship, Me.	Aug. 21	"Greyhound"	A. E. Condon.
6 H. P. Gray won.	1st	Waldoboro, Me.	Sept. 6	"Greyhound"	A. E. Condon.
6 H. P. Gray won.	1st	Waldoboro, Me.	Sept. 6	"Greyhound"	A. E. Condon.
6 H. P. Gray won.	2d	Sabula, Ia.	June 17	"Perhaps"	Fred Goos.
6 H. P. Gray won.	1st	Savanna, Ill.	Sept. 2	"Perhaps"	Fred Goos.
6 H. P. Gray won.	2d	Port Huron, Mich.	July 3	"Spray"	A. J. Green.
6 H. P. Gray won.	1st	Keansburg, N. J.	Sept. 6	"Lilla"	T. Teasdale.
6 H. P. Gray won.	1st	Keansburg, N. J.	Sept. 6		Ed. Gardener.
6 H. P. Gray won.	2d	Portsmouth, O.	Oct. 4	"Alice Valor"	Wm. Journey.
6 H. P. Gray won.	1st	Alene, Ore.	May 22	"Theodore"	O. C. Stanwood.
6 H. P. Gray won.	2d	Burlington, Vt.	July 6	"Santa Marice"	J. S. Denning.
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6 H. P. Gray won.	1st	Burlington, Vt.	Aug. 3	"Santa Marice"	J. S. Denning.
6 H. P. Gray won.	2d	Burlington, Vt.	Aug. 3	"Santa Marice"	J. S. Denning.
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6 H. P. Gray won.	1st	Burlington, Vt.	July 6	"Brush"	A. L. Whiting.
6 H. P. Gray won.	2d	Burlington, Vt.	Aug. 3	"Brush"	A. L. Whiting.
6 H. P. Gray won.	1st	St. Catherines, Ont.	Aug. 25		B. W. Jones.
6 H. P. Gray won.	1st	Toronto, Ont.	Aug. 7	"Velo"	H. R. Frost.
6 H. P. Gray won.	1st	Newport Bay, S. Cal.	July 5	"Pop-Along"	J. P. Burnham.
6 H. P. Gray won.	1st	Conesus, N. Y.			L. E. Van Doren
4 H. P. Gray won.	1st	San Diego, Cal.	July 5	"Roma"	W. Layman.
4 H. P. Gray won.	1st	Tottenville, N. Y.	Sept. 6	"Scamp"	C. W. Cole.
4 H. P. Gray won.	1st	Morristown, Pa.	Aug. 16	"U. S. A."	M. L. Ganser.
4 H. P. Gray won.	2d	Morristown, Pa.	Aug. 16	"U. S. A."	M. L. Ganser.
4 H. P. Gray won.	2d	Rotorua, N. Z.		"Marama"	D. Lundon
4 H. P. Gray won.	2d	Savanna, Ill.	Sept. 2	"Ida Grace"	A. B. Stanley.
4 H. P. Gray won.	1st	Savannah, Ga.		"Irene"	L. C. Avellhe.
3 H. P. Gray won.	2d	San Diego, Cal.	July 5	"Cooko"	J. M. Pauter.
		1st place in this race won by a Gray.			
3 H. P. Gray won.	1st	Woodmere, N. Y.	Aug. 21	"Radie M"	Chas. Walsh.
3 H. P. Gray won.	2d	Woodmere, N. Y.	Sept. 4	"Radie M"	Chas. Walsh.
10 H. P. Gray won.	2d	Stratford, Conn.	Sept. 2	"Nancy Van"	C. E. Rogers.
10 H. P. Gray won.	1st	Detour, Mich.	Aug. 12	"Winona"	W. L. Campbell.
10 H. P. Gray won.	1st	Pt. Carling, Ont.	Aug. 14	"Kalamazoo"	C. S. Dayton.
10 H. P. Gray won.	1st	Atlantic City, N. J.	July 20	"Lady Gray"	W. Cramer.
10 H. P. Gray won.	2d	San Diego, Cal.	July 5	"Grayling"	H. Northern.

	Place.	City and State.	Date.	Boat.	Owner.
2½ H. P. Gray won.	1st	Medford, Mass.	Aug. 25	"D. O. T."	W. R. Chandler.
2½ H. P. Gray won.	2d	Medford, Mass.	Aug. 25	"D. O. T."	W. R. Chandler.
12 H. P. Gray won.	1st	San Diego, Cal.	July 5	"Black Cat"	T. C. Hammond.
12 H. P. Gray won.	1st	San Diego, Cal.	Sept. 6	"Black Cat"	T. C. Hammond.
12 H. P. Gray won.	1st	Davenport, Ia.	Aug. 18	"Viola"	Ed. Gerke.
12 H. P. Gray won.	1st	Fairhaven, Mass.		"Gray-Hound"	J. M. Perry.
12 H. P. Gray won.	1st	Seattle, Wash.		"Pokey"	G. J. Hildebrand.
12 H. P. Gray won.	1st	Seattle, Wash.		"Lady Jane Grey"	S. V. B. Miller.
12 H. P. Gray won.	1st	Seattle, Wash.		"Lady Jane Grey"	S. V. B. Miller.
12 H. P. Gray won.	1st	Burlington, Vt.	July 6	"Rip"	Robt. Peterson.
12 H. P. Gray won.	1st	Plattsburg, N. Y.	Sept. 6	"Rip"	Robt. Peterson.
12 H. P. Gray won.	1st	Burlington, Vt.	Aug. 8	"Rip"	Robt. Peterson.
12 H. P. Gray won.	1st	Burlington, Vt.	Aug. 8	"Rip"	Robt. Peterson.
12 H. P. Gray won.	1st	Burlington, Vt.	Aug. 8	"Rip"	Robt. Peterson.
12 H. P. Gray won.	1st	Patchogue, N. Y.	Aug. 21	"Dido"	Fred Creighton.
12 H. P. Gray won.	1st	Portland, Ore.	May 30	"Alta"	Siegfried Bros.
12 H. P. Gray won.	1st	Portland, Ore.	Sept. 6	"Alta"	Siegfriend Bros.
12 H. P. Gray won.	1st	Saratoga Springs, N. Y.	Sept. 6	"Greyhound"	J. C. Hodges.
12 H. P. Gray won.	1st	Ecorse, Mich.	Aug. 20	"Sylph"	W. Rummels & Fred Hays.
12 H. P. Gray won.	1st	Grosse Isle, Mich.	Sept. 6	"Sylph"	W. Rummels & Fred Hays.
12 H. P. Gray won.	1st	Lowell, Mass.	Sept. 3	"Frolic"	John L. Laing
18 H. P. Gray won.	1st	Sabula, Ia.	June 17	"Mosquito"	E. W. Granger & C. W. Myers.
18 H. P. Gray won.	2d	Sabula, Ia.	June 17	"Mosquito"	Granger & Myers.
18 H. P. Gray won.	1st	Rock Island.	July 3	"Mosquito"	Granger & Myers.
18 H. P. Gray won.	1st	Burlington, Ia.	July 6	"Mosquito"	Granger & Myers.
18 H. P. Gray won.	1st	Clinton, Ia.	Aug. 30	'Mosquito"	Granger & Myers.
18 H. P. Gray won.	1st	Savanna, Ill.	Sept. 2	"Mosquito"	Granger & Myers.
18 H. P. Gray won.	2d	Savanna, Ill.	Sept. 2	"Mosquito"	Granger & Myers.
18 H. P. Gray won.	2d	Savanna, Ill.	Sept. 2	' Mosquito"	Granger & Myers
18 H. P. Gray won.	1st	Guernsey, C. I.	Aug. 12	"Mermaid"	G. F. Haynes.
18 H. P. Gray won.	1st	Guernsey, C. I.	Aug. 12	"Mermaid"	G. F. Haynes.
18 H. P. Gray won.	2d	Guernsey. C. I.	Aug. 12	"Mermaid"	G. F. Haynes.
		1st place in this race won by a Gray.			
18 H. P. Gray won.	2d	Guernsey, C. I.	Aug. 12	"Mermaid"	G. F. Haynes.
		1st place in this race won by a Gray.			
18 H. P. Gray won.	2d	Guernsey, C. I.	Aug. 12	"Sirius"	G. F. Peek.
		1st place in this race won by a Gray.			
18 H. P. Gray won.	1st	Guernsey, C. I.	Aug. 12	"Sirius"	G. F. Peek.
18 H. P. Gray won.	1st	Guernsey, C. I.	Aug. 12	"Sirius"	G. F. Peek.
24 H. P. Gray won.	1st	Savannah, Ga.	May 29	"Carrie"	E. W. Carson.
24 H. P. Gray won.	1st	Savannah, Ga.	July 31	"Carrie"	E. W. Carson.
24 H. P. Gray won.	1st	Savannah, Ga.	Aug. 14	"Carrie"	E. W. Carson.
24 H. P. Gray won.	2d	S. Atlantic Champ'ship	Oct. 10	"Carrie"	E. W. Carson.
20 H. P. Gray won.	1st	Portsmouth, O.	Oct. 4	"Turk"	T. M. Burt.
20 H. P. Gray won.	1st	Clinton, Ia.	May 31	"Outing 2"	H. A. Kelley.
20 H. P. Gray won.	1st	Clinton, Ia	May 31	"Outing 2"	H. A. Kelley.
		Championship I. L. Y. A.			
40 H. P. Gray won.	1st	Toledo.	Aug. 27	"Grayling"	O. J. Mulford.
		Powered with three 40 H. P. Grays—120 H. P.			

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HERBERT L. STONE,
Editor

LAWRENCE PERRY,
E. T. KEYSER,
Associate Editors

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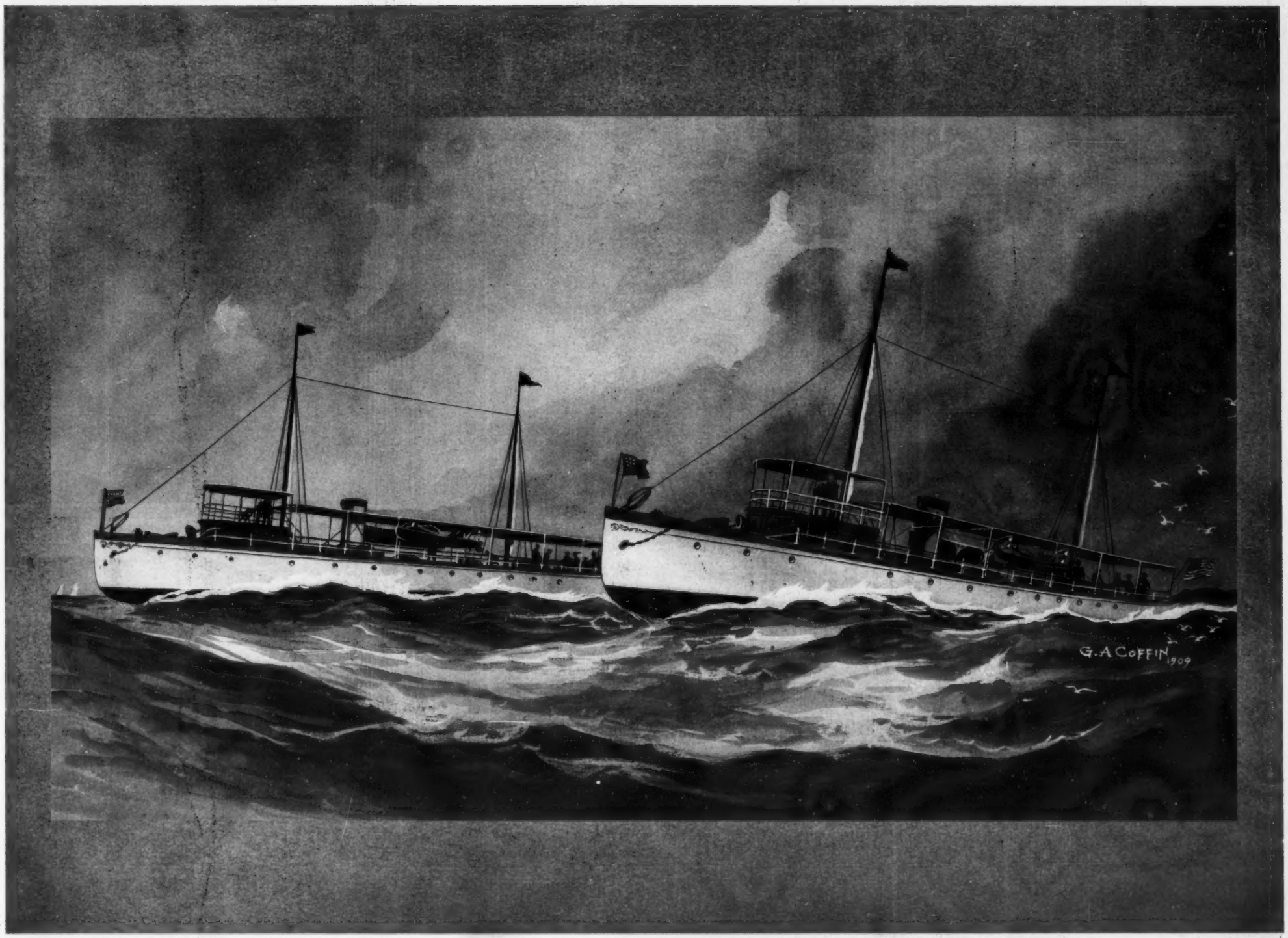


TWO 98-FOOT POWER CRUISERS, DESIGNED BY THE ELECTRIC LAUNCH COMPANY FOR USE DURING THE ENTIRE YEAR.

See page 471.

YACHTING

VOLUME VI. NUMBER 6 December, 1909 25 Cents a Copy $3.00 a Year

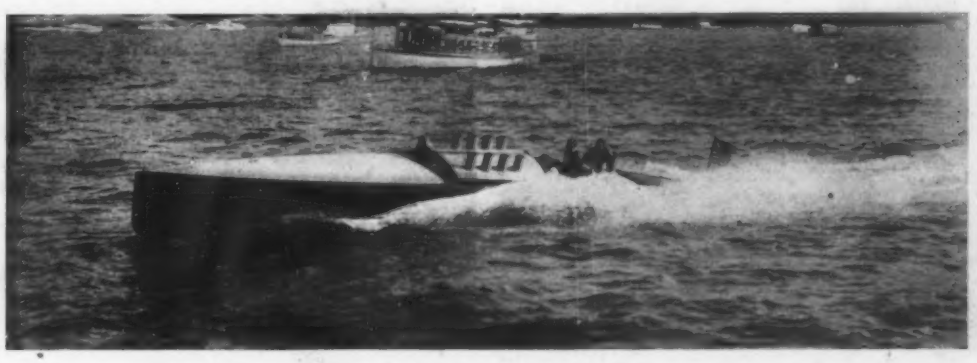
A Summary of the Motor Boat Racing Season of 1909

by Hugh S. Gamble

ILYS, ONE OF THE MOST SUCCESSFUL OF THE CRUISERS.

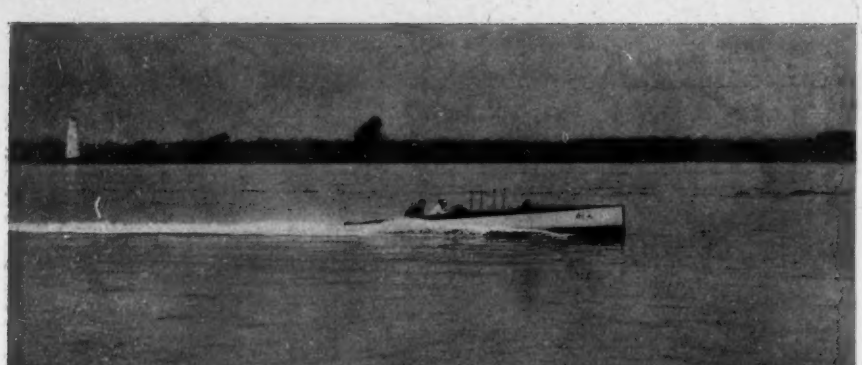
Photographs by Edwin Levick and Others

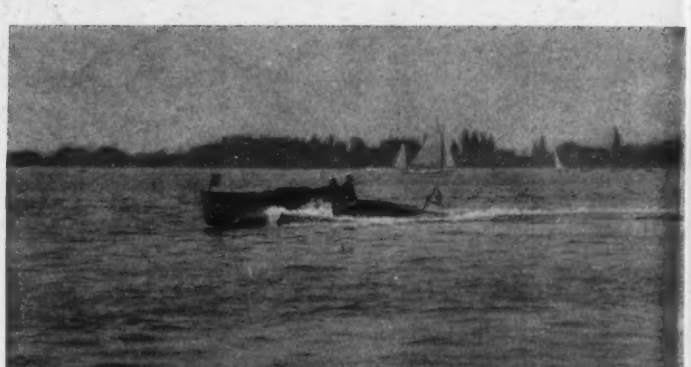
NEVER in the history of motor boat racing in this country has there been a more successful season than the one which has just closed. Not only has the sport been indulged in to a greater extent than ever before in the East, but on the Great Lakes, inland waters, Pacific Coast and in Southern waters as well, the interest has grown rapidly, in many instances events held for the first time having proved very successful. For one thing, these events have been so arranged as to take in all types of boats, whether of high speed or those used for pleasure, such as cruisers and open launches. As was predicted a few years ago, when the sport was confined almost entirely to racing boats of the high-speed type, the pleasure craft are now seen in the various events in far greater numbers than the out-and-out racers. Yet while the more useful craft are entering the racing game, it does not mean that interest in the high-speed boat has diminished. On the contrary, it has increased, though not quite as rapidly as in the pleasure type; and while in the larger class the increase has not been so great, in boats of 33 feet and under the number of craft has been double that of any previous year. A very gratifying sign is the way many prominent yachtsmen have taken up the sport, and the interest displayed by them will no doubt have much to do with the future success of racing by attracting others to it. To the man who owns a large steam or motor yacht, or even a sailing yacht, and does not care to cruise all the time, the motor boat sport has appealed very strongly, from the fact that he can carry a small racing boat of 21 to 25 feet in length on davits, which can also be used as a tender or despatch boat between the yacht and the shore. Ample opportunity is thus offered to enter various racing events and enjoy the sport it affords. Boats of this type are becoming numerous, and while as yet they all rate in the class of 33 feet and under, yet it is only a question of time when this class will be divided according to length over all, giving additional chance for championship honors. The interest at first aroused in boats of this size will undoubtedly extend to the larger types, and the sport will thus be greatly enhanced and its future assured.



DIXIE EARNED THE TITLE OF CHAMPION, ATTAINING THE HIGHEST SPEED.

In reviewing the various events held in this country for the season just closed, it would





LA TRUDA—TWO BUFFALO BOATS THAT MADE REPUTATIONS FOR THEMSELVES—EXPENSE.

be well, for a comparison, to see what has been done in foreign countries; and no better comparison is afforded than the event held at Monaco in the early part of the year. The number of entries and starters was fairly good, as compared with other years, and for the first time American boats participated in the racing. The best time made at the meeting was by Wolseley-Siddeley II (now Ursula), owned by the Duke of Westminster. Her time for 50 kilometres (31.05 miles) was 49 minutes 4-5 seconds, an average speed of 37.26 statute miles per hour. It must be remembered that this is not the same boat of the name that raced in this country two seasons ago in an attempt to lift the Harmsworth Trophy, but a much larger boat (15 metres). The next best time made at the meeting was by Panhard-Levassor, a boat of the 15-metre (50-foot) class. Her time for 100 kilometres (62.10 miles) was 1 hour 47 minutes 24 seconds, an average of 34.78 statute miles. The time of the Wolseley-Siddeley II in the Grand Prix International for the same distance was 1 hour 55 minutes 3-5 seconds, a trifle over 7 minutes slower than the Panhard-Levassor made a few days previously. Great interest seemed to center in the hydroplanes, or skimmer boats, and the best time made by one of these at the meet was by Delahaye, which covered a distance of 50 kilometres (31.05 miles) in 1 hour 13 minutes 50 seconds.

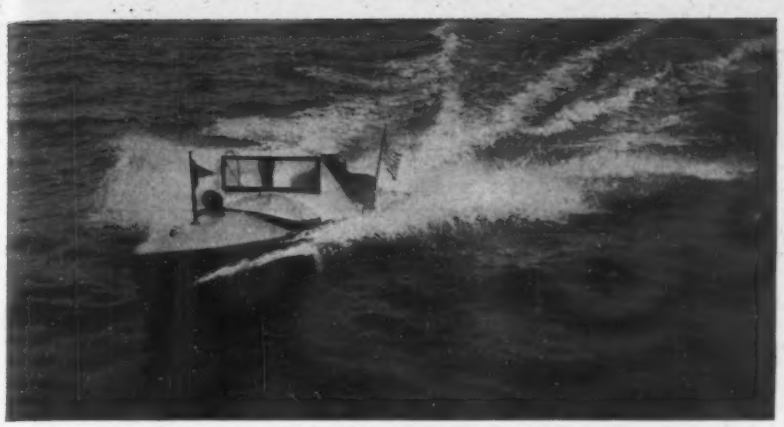
A comparison of these figures with those made by some of our boats during the season shows that the times made at Monaco have been practically equaled. In England they have had some good racing, and the best time made was by the Ursula (formerly Wolseley-Siddeley II). Racing over a course of 23.58 miles, her time was 41 minutes 52 seconds, an average of 33.8 nautical miles per hour; the day following she covered the same distance in 41 minutes 51 seconds, an average of 33.9 nautical miles, or 39.1 statute miles. In the races for the Gold Challenge Cup held at the Thousand Islands the Dixie II (the same Dixie that raced at Monaco, and now usually called Dixie III) made one lap of the course at a speed of 33 miles an hour, a record speed for this body of water. In the National Motor Boat Carnival, over a 30-mile course, Dixie's time from the gun was 55 minutes 50 seconds; but taking her actual time from crossing the line to finish, it was 54 minutes 38 seconds, an average speed of 32.974 nautical, or 37.932 statute miles. On one lap she made for part of the ten miles a speed of 40 miles an hour; but as this was not taken officially, her actual time only was taken. Thus it will be seen that Dixie, with a length over all of 39.4 feet and 250 horsepower, as compared with Ursula's 50 feet length over all and 800 horsepower, is not alone the fastest boat of her size in the world, but the next faster of any size. It is regrettable that, with so many fast boats in this country, the best of them cannot be brought together and pitted against the Dixie.

The racing in the 33-foot class has been far better than heretofore. In fact, throughout the country there seems to have been a greater number of boats of this class than in any other, some having great speed. The many long-distance races, both for high-speed boats and cruisers, were much more successful than ever before. For instance, the Bermuda race had a greater number of starters, though the time established by the Ailsa-Craig in 1907 for the distance (670 miles) still remained, for the winner of the 1909 event (Heather), which made the best time, took 80 hours 56 minutes 18 seconds to make the journey. Far better time than this was made on the return race, which was won by Ilys in 78 hours 52 minutes 50 seconds.

The Marblehead race proved a greater attraction than in any former year, judging from the number of entries. The distance for this race was 285 miles, as against 270 miles in 1908. The record for that distance was 30 hours 40 minutes; but Josephine, in this year's race, established a new record, going the 285 miles in 31 hours 56 minutes 45 seconds. Had it not been for the destruction of Kitcinque, she would no doubt have beaten this time by several hours, as up to the time of her loss she had maintained a speed estimated at from 13 to 15 miles an hour. Other long-distance races were that on Lake Ontario under the auspices of the Rochester Yacht Club, the first of its kind and a great success; the Lake Erie long-distance race, which seemed to lack somewhat in interest this year, owing no doubt to the rules of handicapping, and the Seattle-Vancouver long-distance race, in

GUNFIRE II TOOK TIME PRIZE IN THE NEW YORK-POUGHKEEPSIE RACE.

HOOSIER BOY, CHAMPION OF THE CENTRAL WEST.



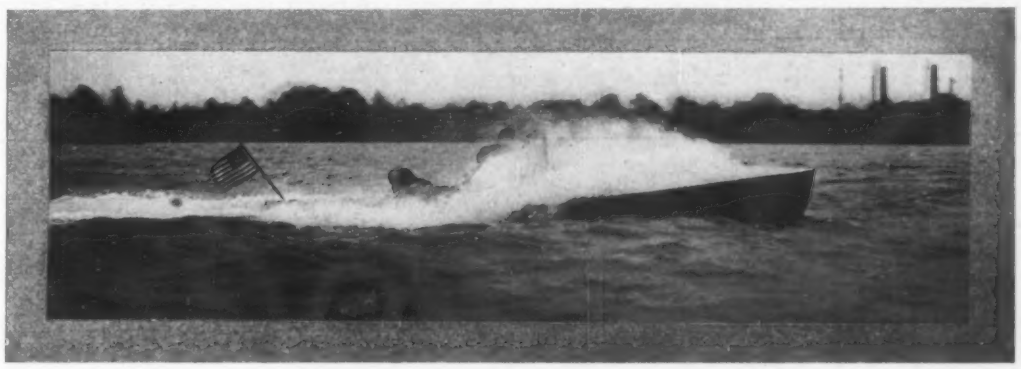
HAIDA PAPOOSE, THE RACING TENDER OF THE SCHOONER HAIDA, MADE A WONDERFUL RECORD.

ROCHESTER, A 25-FOOT CLEAN-LINED RACER WITH A MODERATE POWERED MOTOR.

which some 12 boats finished. In fact, no matter where long-distance races were held, they were more or less of a success, and will no doubt be leading features in the sport during succeeding seasons.

The tables published herewith show what the various boats did during the season in the principal events of this country and of Europe, and are the most comprehensive yet compiled, though naturally many events of purely local interest could not be included.

To the new man entering the game, as well as to many old ones, there are some things of vital importance to the future welfare of the sport that he should be careful to observe. Never enter a boat for any event unless you actually intend starting in that event. There are too many owners who now enter races and fail to put in an appearance when the day arrives. This action is unsportsmanlike, except for justifiable reasons. Take, for example, the last Carnival races held on the Hudson River, an event second to none in importance in this country. Out of an entry list of some seventy-odd boats there was hardly more than half that actually put in an appearance. Many men have the habit of entering their boats, and when they find who their opponents are dropping out without notifying the committee. To obviate this evil there should be some universal rule adopted by all clubs that hold motor boat events that when an owner makes an entry it must be accompanied by an entrance fee of, say, $5. If the boat starts the fee is returned, and if it does not start the fee is forfeited and put into a fund towards defraying the expense of the event, or perhaps buying some souvenir or consolation prize for those who do not win any regular prize. Certainly something should be done to break up this practice.



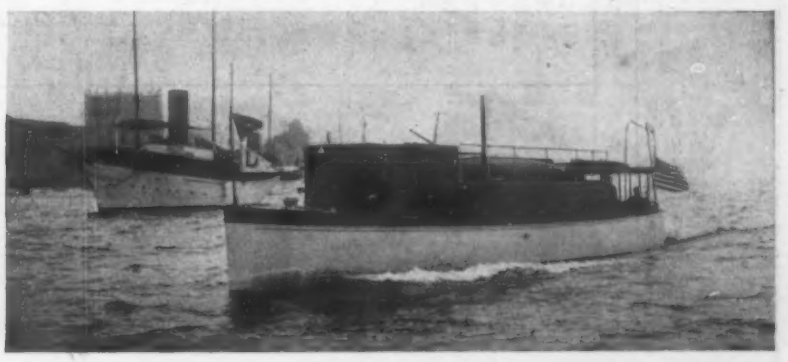
HADAJR, A 21-FOOT RUNABOUT RACER.

Another thing he should see to is getting his boat properly measured and securing his certificate from the official measurer. This is a matter that has been much abused through the failure of owners to pay the measurement fee. No boat that is measured should receive a certificate of rating until this fee is paid, and the withholding of such certificate would prevent the boat from starting in a race, as, according to the rules, all certificates must be filed before the start of said race. The fact that many boats have been measured by an official measurer and furnished with a certificate to file with a regatta committee before the fee has been paid is the fault of the measurer. There should be some understanding among all clubs that, where a boat has been officially measured, yet has not met the obligation for such measurement, the boat will not be allowed to race in any event. Of course, there are some clubs that have special arrangements with their club treasurer, in which case this does not apply, unless a racing committee thinks there is something wrong, when they are at liberty to order the boat remeasured, and if the measurement first furnished is found to be in error, then the owner of the boat pays for a remeasurement by the official measurer of the event. There are times when the rules governing an especial event are different from those under which a boat has been measured, necessitating another measurement.

Some regatta committees are rather careless in following out

(Continued on page 488.)

ELMO II, WINNER OF THE NEW YORK-MARBLEHEAD RACE.



AVIS, A CONSISTENT WINNER IN THE CRUISER CLASS.

Motor Boat Racing Season 1909

COMPILED SPECIALLY FOR "YACHTING"
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DETAILS OF BOATS

COMPILED BY MR. HUGH S. GAMBELL '09

NAME OF BOAT	OWNER	TYPE	L.O.A.	L.W.L.	BEAM (EXTREME)	BEAM W.L. (AT SECTION)	DRAUGHT	AREA M.S. (MEASUREMENT)	MAKE OF MOTOR	No. OF MOTORS	No. OF CYLINDERS	BORE	STROKE	AREA CYLINDERS	CYCLE	REV. P.M.	H.P.	RATING
ADMIRAL	MR. CRAIG	RACER	34.82			3'.3"			SMALLEY	1	6	4½	4½		2			
ALABAMA	JOS. H. HOADLEY	CRUISER	71.08	66.79		8'.729	1.198	10.457	AMERICAN & BRITISH	1	4	6⅞	5¾	37.12	4		47.41	60.12
ALELI	J.H. PARKER	CRUISER	50.4	50.	10'.7½	9'.			BUFFALO	1	4	6	7		4	450	32.5	48.6
ANNA	E.T. WOODWARD	OPEN LAUNCH																40.4
ARAB III	RALPH SIDWAY	RACER	35.						NIAGARA	1	6				4		75.	
ARTFUL	HARRY COONS	RACER.	22.16	22		3'.25	0.677	2.20	FERRO	1	3	5	5	19.63	2		2886	71.10
AVIS	F.C. HAVENS	CRUISER	65	65.18		9'.37		15.16	CRAIG	1	4	9	10	63.62	4		8482	64.08
BARBARA	W.M. DUNCAN	CRUISER	35.1¼	33.2¼	9.10¼	8'.9		8.90	RALACO	1	4	4	6		4	---	16.76 / 11.16	39.85 / 29.00
BARBARA II	P.B. BIRD	RACER	28.9	27.23				2.48	AMERICAN & BRITISH	1	4	5	4¾	19.63	4	444	31.08	72.54
BELLE	R.L. STILLSON	CRUISER		36.37				8.17	20TH CENTURY	1	4	5¾	7¼		4		34.6	53.1
BLUE BIRD	MR. CRONENWETT	RACER	17.08			3'.82			DETROIT	1	2	4¾	4½		2			
BONIBELL	W.J. GORDON	CRUISER	39.75			3'.11"			TRUSCOTT	1	4	4½	5		4			
BUNK II	C. FIRTH	OPEN LAUNCH	26	23.75		5'.3"		3.72	HICKS	1	2	5	5	19.63	2		12.85	41.80
CLANSMAN	MRS. J.B. WOOD	CRUISER	50.3¼	50.	10.7½	9'.5"			STANDARD (SAN FRANCISCO)	1	3	6½	8		4	336	26.2	40.6
COMET	F. ROTZMYER	RACER	25.5	24.6		3'.10½"			HOWARD	1	6	4½	5		4		39.74	72.55
CONSORT	W.E. LITTLE	CRUISER	25.4	24.		6'.10"		9.11	STANLEY	1	2	5¼	4½	20.7	2		12.15	33.6
DEN	JOS. H. HOADLEY	RACER	31.1	30.21		4'.05"		2.43	AMERICAN & BRITISH	1	4	5	4¾	19.6	4		31.09	74.16
DELL	JAS. H. CASSIDY	C. LAUNCH	36.41	35.		5.458	0.6875	3.752	MERCURY	1	4	4½	5	15.9	4		17.46	54.72
DIANA	W. NEUBURGER	CRUISER	25.4	22.2		8.4	10"	6.95	MIANUS	1	1	5½	6		2		9.3	33.3
DIXIE II	E.J. SCHROEDER	RACER	39.3¼	39.3¼					CRANE & WHITMAN	1	8				4		220.	
DUQUESNE		RACER							JENCICK	1					4		200.	
ELMER L	L. DE LONG	RACER	32.	30.6				1.75	SMALLEY	1	3		4½	15.9	2		21.05	72.9
ELMO II	F. D. GILES JR	CRUISER	34.2	31.729		8.9½		0.598	STANDARD	1	2	6	8		4	356	18.84 / 13.47	38.79 / 28.87
ELVIRA	CHAS. BAYER	CRUISER	35.54	33.96		7.167	.95"	6.80	STANDARD	1	2	6	8	28.27	4		1884	45.54
ETHELDA	A.R. BAKER	CRUISER	42.6	42.	9.11½	10.			EASTHOPE	1	3	6	6		2	450	23.6	41.
FOXY QUILLER	W. VINTSCHGER	OPEN LAUNCH	25.1¼	24.6		5.02	8½"	3.56	FERRO	1	2	5	5	19.63	2		12.84	46.8
GRACE	C. SANFORD SMITH	CRUISER	38.	35.8				8.00	SPEEDWAY	1	4		5	15.90	4		17.7	42.6
GUNFIRE II	W.J. BRAINARD	RACER	25.	24.89				1.83	MERCURY	1	4	4¾	5	17.72	4		29.52	77.40
HADAJR	H. DARLINGTON JR	RACER	21.6	21.				3.05*	AMERICAN & BRITISH	1	4	5	4¾	19.63	4		31.41	64.8
HAIDA-PAPOOSE	MAX C. FLEISCHMAN	RACER	21.1	21.07				2.59	AMERICAN & BRITISH	1	4	5	4¾	19.63	4		31.08	68.4
HEATHER	R. LEVERING	CRUISER	58.44	52.24		11.86	4'	18.74	STANDARD	1	6	6	8		4	392	44.32	38.7
HELEN	C.M. ZARING	CRUISER	35.5			8.			PALMER	1	4	5½	6		4	472	22.24	36.99
HOOSIER BOY	J.W. WHITLOCK	RACER	40.						BUFFALO	1	6				4		75.	
H.Y.C.	J.G. HUDSON	RACER	35.		5'				BRENNAN	1	4				4		80.	
IDA F II.	F.D. ARCHBOLD	CRUISER	35.9	34.6				6.32	MERCHANTS	1	1	5	6		4		24.	52.2
ILYS	J.G.N. WHITAKER	CRUISER	50.3	48.59		9.6	3'.3"	13.06	HALL	1	4	5½	6¼		4	618	30.58 / 21.67	34.58 / 46.17
IMP	ARTHUR HAAS	OPEN LAUNCH	19.10½	19.2½		4.6	7¼"	2.67	GRAY	1	1	4¾	4	17.72	2		4.63	35.4
INSEP	WM. COOPER PROCTOR	CRUISER	58.60	52.77		11.44	4'	18.07	JAGER	1	6	6¼	8		4	336	41.23	38.10
IRENE II	S.W. GRANBURY	CRUISER	39.9¾	37.8½	10.6	8.11¾		15.336	STANDARD	1	3	6	8		4	372	28.27 / 22.7¾	40.41 / 30.57
IRMA	FRED. G. CARSON	CRUISER	51.	47.32				8.7	STANDARD	1	4		8	28.27	4		37.69	56.34
ISABEL II.		CRUISER																
JAN II.	WALKER & COVERT	RACER	30.						FERRO								28.9	81.8
JOLLY ROGER	F.W. HORENBURGER	CRUISER	35.	33		7.8¼	1.2	9.2	MIANUS	1	2	5¾	6	24.3	2		19.64	42.6
JOSEPHINE	T.J. FLYNN	CRUISER	39.11	36.1¼		7.2¾			JAGER	1	4	5¼	6		4	650	28.145	41.99
JULIETT	F. DETERING	CRUISER	30.6	30.3		6.3	10"	5.2	ERD	1	2	5	5	19.63	2		12.85	42.8
JULUGRA	F.S. MABBETT	CRUISER	35.			7.6			FERRO	1	3	5	5		2	600	17.31	33.36
KID II.	C.H. DUGLISS JR	CRUISER	25.	22.9				4.54	TUTTLE	1	2		4¼	12.57	2		6.96	34.92
KIT KAT	FRANK D. GHEEN	OPEN LAUNCH		19.5				2.36	LACKAWANNA	1	2			12.56	2		6.57	41.55
KITTROIS	HENRY WEISMAN	CRUISER	38.8	34.10		8.10½			CAMPBELL	1	4	5½	6½		4	442	22.754	31.04
KLATAWA	FRED. J. PHELAN	CRUISER	43.			9.6			HUNTER	1	4	6	6		4	440	24.87	37.34
LADY MAY	DR. H.V. WURDEMAN	CRUISER	51.10	52.	11'	10.			BUFFALO	1	4	7	8		4	350	45.6	50.4
LAMB IV	F. B. KING	RACER	32.						LAMB	1	12				4		90.	
LA TRUDA	H.T. VARS	RACER	32						STERLING	1	8	5½	6		4		100.	
LIDA M		CRUISER																
LIZZIE L.	C.O. LAILER	CRUISER	38.7¾	36¾		83			STANDARD	1	3	6	8		4	356	20.12	33.71

* MEASUREMENT BY WEIGHT.

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DETAILS OF BOATS (CONTINUED)

NAME OF BOAT	OWNER	TYPE	L.O.A.	L.W.L.	BEAM (EXTREME)	BEAM W.L. (AT SECTION)	DRAUGHT	AREA M.S. (MEASUREMENT)	MAKE OF MOTOR	NO. OF MOTORS	NO. OF CYLINDERS	BORE	STROKE	AREA CYLINDERS	CYCLE	REV. P.M.	H.P.	RATING
MARIETTA	A.A.FRENCH	CRUISER	40.		10'				LAMB	1	4	5½	6		4	4	19.57	31.20
MARTHA	PAUL KOSSEK	CRUISER	30 4½	29.9		8.6	2'2"		WATERTOWN	1	2	5	5		2		14.	27.50
MARY	WM. MURPHY	CRUISER		24.1		6.2		6.55	LATHROP	1	1	5¼	6½		2		8.74	33.66
MASCOT	E. CORSEPIUS	RACER	22.			3.6			PIERCE, NYE & BUDD	1	6				4		60.	
MAYFLOWER	G.H. SCHIFFMACHER	CRUISER		26.72				7.70	FULTON	1	2	3½	6		2		19.16	42 32
MELANIE	R.H. KOEHLER	OPEN LAUNCH	21.3	19.9				2.44	ERD	1	1	3⅓	3½		2		3.	28.58
MINERVA	A.F. BARKELEW	CRUISER	30.8	29.6			.76	4.59	FERRO	1	2	4¾	5	17.72	2		11.58	43.2.
MORA D.	D.S. BROWN	CRUISER	24.						LEADER	1							6.	
MOSQUITO	GRANGER & MEYERS	RACER	22.						GRAY	1	3	4¾	4				18.	
NEREIDES II	F.C. ROGERS	CRUISER	55.80	49.72		10.30	5'	24.41	STERLING	1	4	6½	8		4	372	32 92	31 95
NEW ZEALAND	MRS. HELEN BULL	CRUISER	40.	40.	11'2½"				UNION	1	2	7¼	8½		4	350	22.8	36
NIMROD	J.S. POYEN	CRUISER	30.2	28.		5.10			ATLANTIC	1	3	4¼	4½		2	741	13.91	41 02
NIOBE	GEO. McMINN	CRUISER	36.5	33.5	9.4	8.4½			SPEEDWAY	1	4	4½	5		4	533	15.35	30.24
NOMAD II	PERCY C. JONES	CRUISER							RALACO	1	4				4			33.2
PACER	COX & SLATTERY	RACER	32.			5½	7".		LEIGHTON	1	6	6"	5"		2	1000	120.	
PETER PAN	JAMES SIMPSON	RACER	28.	27.9		3.938	.60	2.36	MERCURY	1	4	4¾	5"	17.72	4		29.53	72.82
PLOUGH BOY	A. SAUER	CRUISER																36.
POLAR STAR	R. CROFT	CRUISER																35.3
PRONTO	G.E. SMITH	CRUISER	22.						ROBERTS	1	2				2		15	
PURITAN II	MR. NEWBURY	CRUISER	31.			6.48			FERR	1	2	4¾	5		2		11.58	
PVYRUM	T.F. PATTERSON	CRUISER		39.65				9.61	STANDARD	1	3		8	28.27	4		28.26	49.52
RETA	G.C. TIEDE	CRUISER	27.25	26.5		6.	.7292	4.375	FERRO	1	2	4¼	4¼	14.186	2		7.87	37.80
ROCHESTER	W.J. GRAHAM	RACER	24.10	24.8				1.28	ROCHESTER	1	4		3½	1.104	2		15.15	70.02
SACAJAWEA	DR. J.W. DOTY	CRUISER	37.2	37.	10.	8.5			CAMPBELL	1	3	5½	6½		4	450	18.9	41.
SAGAMORE III	L.C. WADE	CRUISER	37.2	35.1¾		7.9			SAGAMORE	1	2	7	6½		2	385	18.88	35.11
SAN SOUCI	F.A. BROWNELL	CRUISER	45.			7.			BROWNELL	1	6	5½	6½		4	440	33.86	51.56
SATANITA	T.S. PRITCHARD	CRUISER	60.		12.				STANDARD	1	6	6	8		4	348	39.34	36.33
SAY	HERBERT SMITH	RACER	25.11	24.4½				2.109	FERRO	1	3	4¾	5	17.72	2		26.05	70.88
SCAMP	SPRAGUE & SCHALL	RACER		18.40				1.898		1	4	3⅞	4½		4			61.94
SCIOTO	GEO. C. SUTTON	RACER	31.11	31.				3.31	SCRIPPS	1	4		6	21.53	4		43.18	74.1
SCRIPPS II	W.E. SCRIPPS	RACER	39.19			2.52			SCRIPPS	1	6	6½	6		4			
SEA BREEZE	H.C. TAYLOR	CRUISER	39.4	39.	8.8	9.			STANDARD (SAN FRANCISCO)	1	2	6½	7½		4	360	15.1	39.8
SEATTLE SPIRIT	BINKLEY & REED	RACER	32.6			4.61	10"		SCRIPPS	1	6	6½	6		4		100.	
SKIPALONG	R.H. TRUITT	RACER	34.						ROBERTS	1					2		60	
SOYA	EDGAR AMES	CRUISER	59.2		11.6	10.			STANDARD	1	4	6	8		4	350	288	45.7
SPINDRIFT	C.R. BUTLER	CRUISER	41.6	39.10		8.7		13.343	RALACO	1	4	5.	7		4		26.18	46.1
STRANGER		RACER							SIMPLEX	1		7¼	7½		4			
SKIPFLIP		OPEN LAUNCH																
SUNSET	F.H. HUESS	CRUISER	42	38 3	9.9	8.4			STANDARD (SAN FRANCISCO)	1	3	6½	7		4	450	28.5	46.8
TALEQUAH	M.H. NILES	OPEN LAUNCH	20.4	19.1		3.10	7"	2.23	ERD	1	1	4	4	12.56	2		3.28	33.3
TALISMAN	R. HADDON	CRUISER	32.2½	32.	9.6	9.5			ROCHESTER	1	4	4½	5		2	700	12.3	36.6
THE BARBER	CHAS. BARRETT	RACER	39.7						BARBER	1	4				4		200	
TWIN KID	P.A. VALLANCE	CRUISER	25.33	23.33		6.895	.875	6.034	SMALLEY	1	2	4½	4½	15.9	2		9.36	35.28
VIM	GEO. F. BAKER JR.	RACER	25.	24.4				2.16	AMERICAN & BRITISH	1	4	4	5	19.63	4		31.08	74.70
VIRGINIA	W.J. GRAHAM	CRUISER*	30.		7.				ROCHESTER	1	4	3¾	3½		2	624	9.45	23.59
WAMEGO	M.P. GOULD	CRUISER																
WANDERLUST	ED. J. STEINER	CRUISER	68.	61.83				16.6	STANDARD	1	4		83		4		67.01	56.88
WATER WITCH	C.F. WIGAND	CRUISER	44.	42.91					STANDARD	1	4				4		1884	41.76
WHIM	R.L. VANDERHOOF	RACER	24.10	24.3				2.7	WATERTOWN	1	3	5	5		2		28.8	67.3
WIDGEON II	W.L. MARTIN	CRUISER		36 4		7.11		8.55	RALACO	1	4	5	7		4		26.17	47.73
WILLANNA	C.W. KOTCHER	CRUISER	60.75			10.9			PUNGS FINCH	1	8	6	6		2			
WILLOW BROOK *	W.H. MOFFATT	RACER	35	35.				2.62	STERLING	1	8	5½	6		4		100	89.64
WOLFF II	JOHN E. WOLFF	RACER	39.9			4.5	8"		SMALLEY	1	6	5½	5½	23.6	2	850	110.	
XL*	WALTER SOUTHARD	CRUISER		34.17				4.36	FULTON	1	4	4½	5		2		20.78	51.18

* FORMERLY BUFFALO COURIER

RACING RESULTS OF THE SEASON

NAME OF BOAT	EVENT	WHERE HELD (START)	DATE	DISTANCE	ELAP. TIME H. M. S.	CORR. TIME H. M. S.	STARTED	PLACE
ADMIRAL	DETROIT MOTOR BOAT CLUB	DETROIT, MICH	JULY 5	8	18:03	15.29	6	1
ALABAMA	NATIONAL M.B. CARNIVAL	NEW YORK CITY	SEPT 15	20	1.43.23	1.38.12	3	3
	" " " "	" " "	" 16	20	1.39.45	1.34.34	3	2
	" " " "	" " "	" 17	20	1.39.57	1.34.46	3	2
	" " " "	N.Y. to PEEKSKILL-N.Y	" 18	60	5.21.00	5.05.26	6	3
	HUDSON-FULTON	NY-PEEKSKILL-N.Y	" 30	60	5.04.07	4.48.33	5	3
ALELI	SEATTLE-VANCOUVER	SEATTLE, WASH.	JUNE 29	225	23.04.45	23.04.45	12	4
ANNA	N.Y.-ALBANY-N.Y	NEW YORK CITY	JULY 3	(W)270	36.46.00	33.20.00	15	10
ANN G ANN	PEORIA-HENRY ENDURANCE	PEORIA, ILLS	JUNE 19	34	3.03.13	3.03.13	45	2
ARAB III	INTER-LAKE YACHT RACING ASSN	TOLEDO, O	AUG 22	20	43.45	38.14	6	1
	" " " " "	" "	" 24	30	1.05.28	1.05.28	4	3
	BUFFALO LAUNCH CLUB	BUFFALO, N.Y	SEPT 4	10	21.42	21.42	5	2
ARTFUL	HUDSON RIV. YACHT RACING ASSN	TARRYTOWN N.Y.	SEPT 6	20	52.57	52.57	2	1
AVIS	NATIONAL M.B. CARNIVAL	NEW YORK CITY	SEPT 15	20	1.34.19	1.34.19	3	1
	" " " "	" " "	" 16	20	1.32.02	1.32.02	3	1
	" " " "	" " "	" 17	20	1.32.34	1.32.34	3	1
	" " " "	N.Y.-PEEKSKILL-N.Y	" 18	60	4.55.15	4.55.15	6	2
	HUDSON-FULTON	" " "	" 30	60	4.30.32	4.30.32	5	1
	" "	NEWBURGH N.Y.	OCT. 1	10	53.07	53.07	4	1
BARBARA	BLOCK ISLAND RACE	N.Y. to BLOCK Is.	JUNE 19	100	12.18.05	11.46.46	4	2
	MARBLEHEAD	N.Y. to MARBLEHEAD	JULY 17	285	38.19.02	27.16.16	12	6
	NATIONAL M.B. CARNIVAL	N.Y.-PEEKSKILL-N.Y.	SEPT. 18	60	7.04.25	5.22.31	15	4
	HUDSON-FULTON	NEW YORK CITY	SEPT. 30	20	2.28.54	1.57.45	8	4
BARBARA II	HUDSON-FULTON	YONKERS N.Y.	SEPT. 29	30	1.50.29	1.38.48	8	4
BELLE	HUDSON-FULTON	NEW YORK CITY	SEPT. 30	20	3.13.15	3.13.15	16	14
	" "	NEWBURGH N.Y.	OCT. 1	10	1.19.14	1.11.14	4	3
BLUE BIRD	DETROIT MOTOR BOAT CLUB	DETROIT MICH	JULY 5	8	42.06	42.06	6	6
BONIBELL	" " " "	" "	" 8	8	57.01	39.33	7	3
BUNK II	N.Y.-ALBANY-N.Y	NEW YORK CITY	JULY 3	(W)270	34.50.00	30.13.00	15	6
	NATIONAL M.B. CARNIVAL	" " "	SEPT. 15	20	2.22.26	2.09.38	6	2
	" " " "	" " "	" 16	20	2.21.32	2.08.44	6	5
CLANSMAN	SEATTLE-VANCOUVER	SEATTLE WASH	JUNE 29	225	24.15.10	24.15.10	12	3
CONSORT	NATIONAL M.B. CARNIVAL	N.Y.-PEEKSKILL-N.Y.	SEPT 18	60	8.00.35	5.08.20	15	2
DART	PEORIA-HENRY ENDURANCE	PEORIA, ILLS	JUNE 19	34	2.49.40	2.49.40	45	3
DEN	NATIONAL M.B. CARNIVAL	NEW YORK CITY	SEPT. 15	30	1.29.27	1.28.47	8	3
	" " " "	" " "	" 16	30	1.30.30	1.29.50	3	2
	" " " "	" " "	" 17	30	1.30.11	1.29.31	3	1
	" " " "	NY-POUGHKEEPSIE-N.Y.	" 18	115	6.03.14	5.46.59	6	1
	HUDSON-FULTON	YONKERS N.Y	" 29	30	1.42.11	1.32.44	8	2
	" "	NEW YORK CITY	" 30	30	1.32.41	1.28.30	5	3
DIANA	NATIONAL M.B. CARNIVAL	N.Y.-PEEKSKILL-N.Y.	SEPT. 18	60	8.50.04	5.53.51	15	9
DIXIE II	MONACO	MONACO	APR. 5	31.05	1.28.0⅘	1.28.0⅘	4	3
	GOLD CHALLENGE CUP	1000 ISLANDS N.Y.	AUG. 19	32	1.03.56	1.03.56	4	1
	" " "	" " "	" 20	32	1.06.50	1.06.50	4	1
	" " "	" " "	" 21	32	58.25	58.25	4	1
	NATIONAL M.B. CARNIVAL	NEW YORK CITY,	SEPT. 15	30	1.14.34	1.14.34	3	1
	" " " "	" " "	" 16	30	1.02.15	1.02.15	1	1
	" " " "	" " "	" 17	30	55.50	55.50	1	1
	HUDSON-FULTON	YONKERS N.Y	" 29	30	1.03.05	1.03.05	3	1
	" "	NEW YORK CITY	" 30	30	1.00.30	1.00.30	1	1
DUQUESNE	GOLD CHALLENGE CUP	1000 ISLANDS N.Y.	AUG 19	32	1.08.20	1.08.20	4	2
	" " "	" " "	" 20	32	1.07.55	1.07.55	4	2
	" " "	" " "	" 21	32	1.09.44	1.09.44	4	2
ELMER L	HUDSON RIVER YACHT RACING ASSN	TARRYTOWN N.Y.	SEPT. 6	20	45.39	36.40	3	1
	" " " " "	" " "	" "	10	35.48	35.48	2	1
	HUDSON-FULTON	YONKERS N.Y	SEPT 29	30	1.40.33	1.29.22	8	1
	" "	NEW YORK CITY	" 30	30	1.32.40	1.26.42	5	2
	" "	NEWBURGH N.Y.	OCT. 1	20	1.30.23	1.20.06	7	3
	" "	ALBANY N.Y.	" 7	20	57.52	57.52		1
	" "	TROY N.Y.	" 8	15	43.01	43.01		2
ELMO II	N.Y.-ALBANY-N.Y	NEW YORK CITY	JULY 3	(W)270	30.50.00	24.48.00	15	2
	MARBLEHEAD	N.Y. to MARBLEHEAD	JULY 17	285	36.27.25	25.19.55	12	1
	AROUND LONG ISLAND	NEW YORK CITY	AUG. 7		31.00.34	26.40.28	4	2
	NATIONAL M.B. CARNIVAL	N.Y.-PEEKSKILL-N.Y	SEPT. 18	60	7.04.26	5.12.47	15	3
	HUDSON-FULTON	NEW YORK CITY	" 30	20	2.25.46	1.51.06	16	2
ELVIRA	HUDSON-FULTON	NEW YORK CITY	" 30	20	2.38.42	2.23.00	16	9
ETHELDA	SEATTLE-VANCOUVER	SEATTLE, WASH.,	JUNE 19	225	25.34.28	25.34.28	12	7
★ FOXY QUILLER	HUDSON RIVER YACHT RAC. ASSN	TARRYTOWN N.Y.	SEPT. 6	10	1.22.42	1.22.42	3	1
	NATIONAL M.B. CARNIVAL	NEW YORK CITY	SEPT. 15	20	2.10.57	2.10.57	6	3
	" " " "	" " "	" 16	20	2.09.11	2.09.11	6	6
GRACE	HUDSON RIVER YACHT RAC. ASSN	TARRYTOWN N.Y.	SEPT 6	15	1.57.47	1.57.47	2	2
	HUDSON-FULTON	NEWBURGH N.Y.	OCT. 1	10	1.26.56	1.26.56	7	1
GUNFIRE II	HUDSON-FULTON	YONKERS N.Y.	SEPT 29	20	1.03.15	1.03.15	5	2
	" "	NEWBURGH N.Y.	OCT. 1	20	1.09.06	1.00.37	7	2
	" "	TROY N.Y.	" 7	15	37.08	37.08	2	1
HADAJR	NATIONAL M.B. CARNIVAL	NEW YORK CITY	SEPT. 15	30	1.37.23	1.22.04	8	1
HAIDA-PAPOOSE	COLUMBIA Y.C. N.Y. CITY	NEW YORK CITY	MAY 28	15	55.51	43.50		1
	HUDSON-FULTON	YONKERS N.Y.	SEPT 29	20	1.07.19	58.49	5	1
	" "	NEW YORK CITY	" 30	30	1.32.59	1.19.55	5	1
	" "	NEWBURGH N.Y.	OCT. 1	20	1.11.05	54.06	7	1
HEATHER	NEW YORK TO BERMUDA	NEW YORK CITY	JUNE 5	650	80.56.18	80.56.18	4	1
	BERMUDA TO NEW YORK	BERMUDA	JUNE 14	650	80.15.34	80.15.34	3	2
HELEN	LAKE ONTARIO LONG DISTANCE	CHARLOTTE N.Y	AUG. 12	(W)292	33.07.00	28.17.58	7	4
HOOSIER BOY	WESTERN POWER BOAT ASSN.	PEORIA ILLS	AUG 18	20	45.18	45.18	2	1
	INTER-LAKE YACHT RACING ASSN	TOLEDO, OHIO	AUG 22	20	41.23	40.25	6	2
	" " " " "	" "	" 23	1		AVERAGE 2.03	4	1
	" " " " "	" "	" 24	30		1.02.31	4	1
	BUFFALO LAUNCH CLUB	BUFFALO, N.Y.	SEPT. 6	25	48.04	48.04	5	1
	" " "	" "	" 50		1.58.29	1.58.29	5	1
	LETCHWORTH TROPHY	" "	" 11	20	40.24	40.24	2	2
H.Y.C.	NEW ENGLAND MFRS REGATTA	BOSTON, MASS	AUG. 7	11¼		31.04	5	1
IDA F II	NATIONAL M.B. CARNIVAL	N.Y. PEEKSKILL-N.Y.	SEPT. 18	60	6.53.22	6.39.02	15	13
ILYS	NEW YORK to BERMUDA	NEW YORK CITY	JUNE 5	650	96.06.00	91.57.07	4	3
	BERMUDA TO NEW YORK	BERMUDA	JUNE 14	650	78.52.50	78.52.50	3	1
	NATIONAL M.B. CARNIVAL	NEW YORK CITY	SEPT. 15	20	2.11.58	2.11.58	1	1
	" " " "	" " "	" 16	20	2.10.59	2.10.59	1	1
	" " " "	" " "	" 17	20	2.06.56	2.06.56	1	1
	" " " "	N.Y.-PEEKSKILL-N.Y.	" 18	60	6.12.57	4.42.19	6	1
IMP	N.Y.-ALBANY-N.Y	NEW YORK CITY	JULY 3	(W)270	40.10	31.18	15	7
	NATIONAL M.B. CARNIVAL	NEW YORK CITY	SEPT. 15	20	2.47.32	2.13.07	6	4
	" " " "	" " "	" 16	20	2.31.05	1.56.40	6	2
	" " " "	" " "	" 17	20	2.25.57	1.51.32	3	2
	HUDSON-FULTON	" "	" 30	20	2.46.02	2.07.14	6	3
INSEP	NEW YORK TO BERMUDA	NEW YORK CITY	JUNE 5	650	97.45.00	97.12.01	4	4
	BERMUDA TO NEW YORK	BERMUDA	JUNE 14	650	101.43.00	101.43.00	3	3
IRENE II	CAPITOL TO COAST	ALBANY N.Y.	JULY 5	118.2	14.25.00	13.49.15	4	1
	MARBLEHEAD	NEW YORK CITY	JULY 17	285	36.14.25	26.24.00	12	3
	AROUND LONG ISLAND	NEW YORK CITY	AUG 7		29.39.01	26.28.58	4	1
	NATIONAL M.B. CARNIVAL	NY-PEEKSKILL-NY	SEPT 18	60	6.36.56	4.56.45	15	1
	HUDSON-FULTON	NEW YORK CITY	" 30	20	2.20.06	1.50.29	16	1
	" "	NEWBURGH N.Y.	OCT. 1	10	1.20.38	1.17.29	2	1
IRMA	NATIONAL M.B. CARNIVAL	N.Y. PEEKSKILL-N.Y.	SEPT. 18	60	7.11.22	6.38.56	15	5
ISABELL II	HUDSON RIVER YACHT RAC ASSN	TARRYTOWN N.Y.	SEPT 6	15		1.37.07	3	1
JAN II	" " " " "	" "	" "	20	1.01.27	1.01.27	3	2
JOLLY ROGER	N.Y.-ALBANY-N.Y	NEW YORK CITY	JULY 3	(W)270	33.46.00	29.37.00	15	5
	NATIONAL M.B. CARNIVAL	N.Y. PEEKSKILL-N.Y	SEPT 18	60	7.17.56	6.00.03	15	10
JOSEPHINE	MARBLEHEAD	NEW YORK CITY	JULY 17	285	31.56.45	28.30.20	12	7
JULIETT	N.Y.-ALBANY-N.Y.	NEW YORK CITY	JULY 3	(W)270	36.15.00	32.13.00	15	9
JULUGRA	LAKE ONTARIO LONG DISTANCE	CHARLOTTE N.Y	AUG 12	(W)290	37.41.40	31.02.05	7	6
KID II	NATIONAL M.B. CARNIVAL	N.Y.-PEEKSKILL-N.Y.	SEPT. 18	60	8.17.45	5.42.14	15	7
	HUDSON FULTON	NEW YORK CITY	SEPT. 30	20	3.35.48	2.46.43	16	13
KIT KAT	NATIONAL M.B. CARNIVAL	NEW YORK CITY	SEPT. 15	20	2.31.40	2.18.00	6	6
	" " " "	" " "	" 16	20	2.22.13	1.58.33	6	4
KITTROIS	MARBLEHEAD	NEW YORK CITY	JULY 17	285	36.29.20	27.01.43	12	5
KLATAWA	LAKE ONTARIO LONG DISTANCE	CHARLOTTE N.Y	AUG. 12	(W)290	33.03.00	28.22.07	7	5
LADY MAY	SEATTLE-VANCOUVER	SEATTLE WASH	JUNE 19	225	22.40.38		12	3
LAMB IV	MISS VALLEY POWER BOAT ASSN	BURLINGTON IOWA	JULY 5	10	22.40¾	22.40¾	4	1
	" " " " "	" "	" 6	1	2.05	2.05	3	1
	" " " " "	" "	" "	30	1.03.01	1.03.01	4	1
	WESTERN POWER BOAT ASSN	PEORIA ILLS.	AUG 17	15	38.17		6	1
	" " " "	" "	" 18	20	48.27		5	2
LATRUDA	BUFFALO LAUNCH CLUB	BUFFALO N.Y.	SEPT 6	25	49.36		5	3
	" " "	" "	" "	50	1.58.56		5	2
	" " "	" "	" "	20	40.13		2	1
LIDA M	INTER LAKE YACHT RAC. ASSN. HUDSON RIVER YACHT RAC ASSN	TOLEDO O. TARRYTOWN N.Y	AUG 27 SEPT 6	30 12	1.11.35 1.31.58	1.31.58	7 4	1 1
LIZZIE L.	MARBLEHEAD	NEW YORK CITY	JULY 17	285	33.27.30	25.50.05	12	2
MARIETTA	LAKE ONTARIO LONG DISTANCE	CHARLOTTE N.Y	AUG 12	(W)290	34.11.50	26.13.00	7	3
MARTHA	BLOCK ISLAND RACE	N.Y. to BLOCK IS.	JUNE 19	100	12.55.20	11.12.22	4	1
	N.Y. ALBANY-N.Y	NEW YORK CITY	JULY 3	(W)270	32.45.00	24.38.00	15	1
MARY	CAPITOL-TO-COAST	ALBANY N.Y	JULY 5	118.2	16.52.00	15.51.56	4	3
	HUDSON-FULTON	NEW YORK CITY	SEPT 30	20	2.49.03	1.54.50	16	3
MASCOT	WESTERN POWER BOAT ASSN	PEORIA ILLS	AUG 18	15		39.15		1
	" " " "	" "	" "	10		25.33		1

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RACING RESULTS OF THE SEASON

NOTE (N) STATUTE MILES).

NAME OF BOAT	EVENT	WHERE HELD (START)	DATE	DISTANCE	ELAP TIME H M S	CORR TIME H M S	STARTED	PLACE
MAYFLOWER	NATIONAL M.B CARNIVAL	N.Y.-PEEKSKILL-N.Y	SEPT 18	60	7.21.20	6.01.19	15	12
MELANIE	" " " "	NEW YORK CITY	SEPT. 15	20	3.21.15	2.13.15	6	5
	" " " "	" " "	" 16	20	3.06.22	1.58.22	6	3
	" " " "	" " "	" 17	20	3.11.00	2.03.00	3	3
MINERVA	" " " "	NY-PEEKSKILL-NY	" 18	60	7.11.41	6.00.17	15	11
MORA II	PEORIA-HENRY ENDURANCE	PEORIA ILLS	JUNE 19	34	5.32.35		(45)	1
MOSQUITO	MISS VALLEY P.B ASSN	BURLINGTON IOWA	JULY 6	10	29.12½		7	1
NEREIDES II	NY to BERMUDA	NEW YORK CITY	JUNE 5	50	91.10.00	83.46.36	4	2
NEW ZEALAND	SEATTLE-VANCOUVER	SEATTLE WASH	JUNE 29	225	30.06.00		12	10
NIMROD	MARBLEHEAD	NEW YORK CITY	JULY 17	285	32.24.30	28.32.57	12	8
NIOBE	MARBLEHEAD	" " "	" "	285	42.16.25	32.12.05	12	9
NOMAD II	CAPITOL TO COAST	ALBANY NY	JULY 5	1182	15.01.00	14.22.44	4	2
	LAKE ERIE LONG DISTANCE	TOLEDO. O	AUG. 21	163¾	19.36.22	18.43.14	4	3
PACER	ALASKA-YUKON-PACIFIC	SEATTLE WASH	JULY 3	30	1.05.45½		2	2
PETER PAN	HUDSON-FULTON	YONKERS N.Y	SEPT 29	30	1.44.57	1.33.22		3
PLOUGH BOY	N.Y. ALBANY- N.Y.	NEW YORK CITY	JULY 3	(N) 270	33.26.00	25.03.00	15	3
POLAR STAR	N.Y. ALBANY- N.Y.	NEW YORK CITY	JULY 3	(N) 270	36.30.00	27.35.00	15	4
PRONTO	PEORIA-HENRY ENDURANCE	PEORIA ILLS	JUNE 19	34	2.37.47		(45)	1
PURITAN II	DETROIT MOTOR BOAT CLUB	DETROIT MICH	JULY 5	8	57.53	37.25	8	2
PVYRUM	HUDSON-FULTON	NY. PEEKSKILL-N.Y.	SEPT 30	60	6.30.53	5.21.53	5	3
RETA	N.Y ALBANY-N.Y	NEW YORK CITY	JULY 3	(N) 270	36.34.00	31.21.00	15	8
	NATIONAL M.B. CARNIVAL	N.Y. PEEKSKILL-N.Y.	SEPT. 18	60	7.38.13	5.35.48	15	5
	HUDSON-FULTON	NEW YORK CITY	" " 30	20	3.06.15	2.28.13	15	10
ROCHESTER	NATIONAL M.B.CARNIVAL	NEW YORK CITY	SEPT 15	30	1.39.29	1.32.49	8	4
	" " " "	" " "	" 16	30	1.47.31	1.40.15	3	3
	" " " "	" " "	" 17	30	1.40.46	1.34.06	3	3
	" " " "	" " "	" 18	115	7.04.25	6.25.24	6	3
SACAJAWEA	SEATTLE-VANCOUVER	SEATTLE-VANCOUVER	JUNE 19	225	25.39.09		12	8
SAGAMORE III	MARBLEHEAD	NEW YORK CITY	JULY 17	285	33.26.50	26.36.49	12	4
SAN SOUCI	LAKE ONTARIO LONG DISTANCE	CHARLOTTE N.Y.	AUG. 12	(N) 290	33.44.30	33.44.30	7	7
SATANITA	LAKE ONTARIO LONG DISTANCE	CHARLOTTE N.Y.	AUG. 12	(N) 290	27.22.38	22.13.44	7	1
SAY	HUDSON-FULTON	YONKERS N.Y	SEPT. 29	20	1.23.07	1.17.10	5	4
		NEW YORK CITY	" 30	30	1.52.44	1.48.51	6	4
SCAMP	HUDSON RIVER YACHT RAC ASSN	TARRYTOWN N.Y.	SEPT 6	20	1.04.53	1.00.20	2	2
	HUDSON-FULTON	YONKERS N.Y.	SEPT. 29	20	1.44.28	1.27.06	5	5
SCIOTO	COLUMBIA YACHT CLUB (N.Y.)	NEW YORK CITY	MAY 29	30	2.23.19			2
	HUDSON-FULTON	YONKERS N.Y.	SEPT 29	30	1.59.16	1.49.44	8	5
SCRIPPS II	DETROIT MOTOR BOAT CLUB	DETROIT MICH	JULY 5	8	16.30		6	1
	INTER-LAKE YACHT RAC ASSN	TOLEDO, OHIO	AUG. 22	20	41.54	41.54	6	3
	" " " " "	" "	" 23	1	2.06½	2.06½	4	2
	" " " " "	" "	" 24	30		1.03.01	4	2

NAME OF BOAT	EVENT	WHERE HELD (START)	DATE	DISTANCE	ELAP TIME H M S	CORR TIME H M S	STARTED	PLACE
SEABREEZE	SEATTLE-VANCOUVER	SEATTLE WASH	JUNE 19	225	25.34.00		12	
SEATTLE SPIRIT	ALASKA-YUKON-PACIFIC	SEATTLE WASH	JULY 3	10	41 21½		3	
SKIPALONG	PEORIA-HENRY ENDURANCE	PEORIA ILLS	JUNE 19	34		1.31.31	(45)	1
SOYA	SEATTLE-VANCOUVER	SEATTLE WASH	JUNE 19	225	21.30.00		12	1
SPINDRIFT	HUDSON-FULTON	NEWBURGH N.Y.	OCT. 1.	10	1.19.10	1.17.21	3	1
	" "	ALBANY N.Y	" 7	10		1.07.00		1
STRANGER	GOLD CHALLENGE CUP	1000 ISLANDS NY	AUG 19	32		1.12.21	4	3
	" " "	" " "	" 20	32		1.12.28	4	3
	" " "	" " "	" 21	32		1.10.05	4	3
SKIPPLIP	HUDSON RIVER YACHT RAC ASSN	TARRYTOWN N.Y.	SEPT. 6	5	1.07.41	1.07.41	7	1
SUNBET	SEATTLE-VANCOUVER	SEATTLE WASH.	JUNE 19	225	21.59.36		12	2
TALEQUAH	NATIONAL M.B CARNIVAL	NEW YORK CITY	SEPT. 15	20	2.19.39	1.36.20	5	1
	" " " "	" " "	" 16	20	2.12.20	1.29.01	5	1
	" " " "	" " "	" 17	20	2.19.52	1.36.33	3	1
	HUDSON-FULTON	" " "	" 30	20	2.48.42	2.01.01	6	1
TALISMAN	SEATTLE-VANCOUVER	SEATTLE WASH	JUNE 29	225	20.44.30		12	9
TEASER	MISS VALLEY P.B ASSN	BURLINGTON IOWA	JULY 5	10	23.57½		7	1
	WESTERN P.B. ASSN	PEORIA ILLS	AUG. 18	15	41.26		3	2
THE BARBER	HUDSON-FULTON	YONKERS N.Y.	SEPT. 29	30	1.32.52	1.32.52	2	2
TWIN KID	NATIONAL M.B. CARNIVAL	N.Y. PEEKSKILL-N.Y.	SEPT. 18	60	8.24.31	5.53.45	15	8
	HUDSON-FULTON	NEW YORK CITY	" 30	20	3.07.31	2.20.02	16	8
VIM	COLUMBIA Y.C.	NEW YORK CITY	MAY 29	30	1.52.29			1
	HUDSON RIVER Y.R. ASSN	TARRYTOWN N.Y.	SEPT. 6	20	1.07.37			1
	NATIONAL M.B. CARNIVAL	NEW YORK CITY	" 15	30	1.36.36	1.36.36	8	4
	" " " "	" " "	" 16	30	1.27.24	1.27.24	3	1
	" " " "	" " "	" 17	30	1.32.16	1.32.16	3	2
VIRGINIA	LAKE ONTARIO LONG DISTANCE	CHARLOTTE N.Y.	AUG. 12	(N) 290	36.53.10	32.23.44	7	2
WAMEGO	COLUMBIA Y.C.	NEW YORK CITY	MAY 29	10	1.19.43	1.07.08		2
WANDERLUST	NATIONAL M.B. CARNIVAL	NEW YORK CITY	SEPT. 15	20	1.47.20	1.37.28	3	2
	" " " "	" " "	" 16	20	1.48.26	1.38.34	3	3
	" " " "	" " "	" 17	20	1.46.10	1.36.18	3	3
	" " " "	N.Y-PEEKSKILL N.Y.	" 18	60	5.38.31	5.08.55	6	4
	HUDSON-FULTON	" " "	" 30	60	5.16.01	4.46.25	5	2
WHIM	NATIONAL M.B. CARNIVAL	NEW YORK CITY	SEPT. 15	30	7.36.55	1.25.55	8	2
	" " " "	N.Y. PEEKSKILL-N.Y.	" 18	115	8.31.55	7.36.11	6	4
WILLANNA	DETROIT M.B. CLUB	DETROIT MICH	JULY 5	8	42.59	35.21	7	1
	LAKE ERIE LONG DISTANCE	TOLEDO OHIO	AUG. 21	163¾	14.43.05	13.42.39	3	2
WILLOW BROOK	PALM BEACH (LAKE WORTH)	PALM BEACH FLA	MAR 17	9	23.22		6	1
	" " "	" " "	" 18	13½	34.13		9	1
WOLFF II	ALASKA-YUKON-PACIFIC	SEATTLE WASH	JULY 3	60	2.02.53		2	1
XL	NATIONAL M.B. CARNIVAL	NEW YORK CITY	SEPT. 18	60	5.59.43	5.40.52	15	6
EXPENSE	INTER LAKE YACHT RAC ASSN	TOLEDO, O.	AUG 25	20	1.01.00	0.43.43		1
	INTERNATIONAL of R. HAMILTON Y.C.	HAMILTON ONT.	AUG 14 1907		57.19		4	1

—FOREIGN—

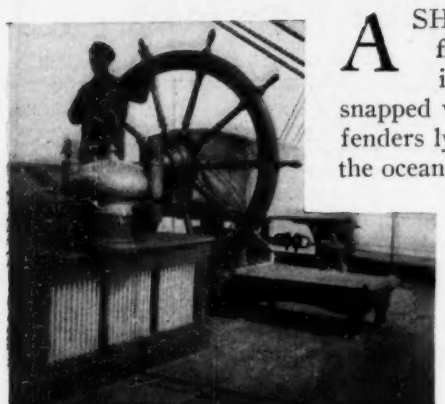
NAME OF BOAT	TYPE OF BOAT	CLASS	WHERE HELD	DATE	DISTANCE	TIME H M S
ALEX-MERCEDES II	RACING CRUISER	8 TO 12 METRES	MONACO	APRIL 6	31.05	1.23.46
			MONACO	APRIL 7	124.2	5.42.27
CHANTECLER	RACING CRUISER	18 METRES	MONACO	APRIL 7	31.05	1.09.02
			MONACO	APRIL 8	124.2	4.43.38
CYCLAMEN	CRUISER		MONACO	APRIL 9	31.05	2.28.52
DELAHAYE	HYDROPLANE	8 TO 12 METRES	MONACO	APRIL 6	31.05	1.13.55
DELAHAYE-NAUTILUS IX	RACING CRUISER(ACC		MONACO	APRIL 11	1 m i Km	4.53
DELAHAYE-NAUTILUS XIII	HYDROPLANE		MONACO	APRIL 11	1 m i Km	2.45½
DUC	HYDROPLANE		MONACO	APRIL 11	1 m i Km	2.45½
E.L.B.	CRUISER		MONACO	APRIL 10	5 KILOMETRES	1.27.21
FAUBER-LABOR-M—	HYDROPLANE	OVER 8-LESS 12 METRES	MONACO	APRIL 6	31.05	1.16.11
			MONACO	APRIL 7	62.10	2.52.00
GOBRON	RACING CRUISER	UNDER 6½ METRES	MONACO	APRIL 4	31.05	1.38.08
GREGOIRE VII	RACING CRUISER	UNDER 6½ METRES	MONACO	APRIL 4	31.05	1.43.46
GYRINUS II	RACING CRUISER	6½ TO 8 METRES	MONACO	APRIL 6	31.05	1.31.53
			ENGLAND	AUGUST 3	8.79	29.53
			ENGLAND	AUGUST 4	23.58	11.18
			ENGLAND	AUGUST 4	12.45	34.58
LISELOTTE	RACER	OVER 8-LESS 12 M.	MONACO	APRIL 6	31.05	1.06.37
LORRAINE V	CRUISER	18 METRES	MONACO	APRIL 7	31.05	1.28.20

NAME OF BOAT	TYPE OF BOAT	CLASS	WHERE HELD	DATE	DISTANCE	TIME H M S
MAIS-JE-VAIS-PIQUER II	RACING CRUISER	UNDER 6½ METRES	MONACO	APRIL 4	31.05	1.35.38
MAJOR	CRUISER		ENGLAND	AUGUST 3	15.72	1.28.43
MERGEVET-PICKER IV	RACING CRUISER	8 TO 12 METRES	MONACO	APRIL 6	31.05	1.24.50
NAUTILUS-ANZANI II	RACING CRUISER (DINGY)	UNDER 6½ METRES	MONACO	APRIL 5	31.05	2.12.33
PANHARD-LEVASSOR	RACER	15 METRES (50FT)	MONACO	APRIL 5	31.05	49.14⅘
			MONACO	APRIL 7	62.10	1.47.24
RICOCHET XXII	RACER (HYDROPLANE		MONACO	APRIL 7	62.10	2.17.00
RICOCHET XXV	RACER (HYDROPLANE)	OVER 8-LESS 12 M	MONACO	APRIL 6	31.05	1.22.29
SIZAIRE-NAUDIN	RACING CRUISER (DINGY)	UNDER 6½ METRES	MONACO	APRIL 5	31.05	1.43.13
TELE MORS	CRUISER	18 METRES	MONACO	APRIL 7	31.05	1.13.50
			MONACO	APRIL 8	124.2	5.06.36
URSULA (SEE NOTE)	RACER	15 METRES	MONACO	APRIL 5	31.05	49.⅘
			MONACO	APRIL 9	62.10	1.53.⅘
			MONACO	APRIL 10	1 m i Km	2.52.⅘
			ENGLAND	AUGUST 3	23.58	41.52
			ENGLAND	AUGUST 4	23.58	41.51

NOTE. FORMERLY WOLSELEY-SIDDELY II.

Captain Rawson's Christmas Gift

By LAWRENCE PERRY



A SHORT, snarling wave, the first of many to come, reared its boiling white crest and snapped viciously at the big wooden fenders lying along the guard rail of the ocean-going tugboat Rustler. A second later she reared her bow until a goodly section of underbody, all gleaming copper, showed, and then let it fall swiftly, with a sharp splitting of waters.

"Sure! Come again, dam' ya!" Capt. Andy Rawson jerked the wheel a trifle and glanced spitefully out of the pilot house to the northeastern horizon. The mate had felt the tug quiver from the impact of the wave. He followed his captain's reference.

"Oh, they'll be more of 'em comin' all right, Cap'n Andy," he observed, reaching up to the ledge over the wheel for the match box. "They's a-goin' to be typical Sandy Hook December weather off here this night. What?"

"Well," growled the captain, "you won't be able to prove it by us. Not by a large majority. . . . Umph!" Another comber struck home, this time just to one side of the hemp bow fender, lifting it upward and almost tearing away the lower lashings.

"You was sayin'?" inquired the mate.

"I was sayin'," replied the captain with a gruff roar, "that to-night 'll be one Christmas Eve that I spend ashore, a-shore! Get that? An' to-morrow 'll be another." He paused and glared impersonally at the mate. "Four Christmases," he cried, "have I been at sea on this dam' boat just because I didn't have sense enough not to work three hundred and sixty-five days of ten hours each (and sometimes twenty-four) in the year. What am I—a steam pump?"

"Ha! ha!" laughed the mate.

"Well, I ain't," said Capt. Rawson, more quietly. "Here we are now, just as we have been every day for months past, hangin' on the bar, waitin' for tows or salvage, or anything else, with a no'theaster brewin' and not another tug but's safe ag'in a pier, and their skippers enjoyin' themselves. Well, I'm a-goin' to have some fun, too. We're a-goin' in this afternoon, and we're a-goin' to stay in until the mornin' after Christmas. I've got a barge-load of Yuletide joy, as they say, a-comin' to me, and I'm goin' to collect. Get that?"

"Thought you was always down on Christmas and such things," grinned the mate. "Bein' a bachelor——"

"Bachelor!" snorted the captain. "You ain't never given me any warrant for marryin', I tell you that."

"Well," said the mate, "Maggie and me do quarrel, as you've seen. But I wouldn't go along 'thout her, nor she 'thout me. When we're easy, cap'n, then they simply ain't nothin' to it. Yes, we hev our fights; but if we go in, you come aroun' to-morrow mornin' and see me and Maggie and the little girl down on Cherry Street. That little girl! Say, cap'n, Maggie's goin' to have the first Christmas tree fur her to-morrer. And the little kid, with her yeller hair and big eyes——" The mate's voice was growing husky.

He stopped short and glanced out over the sea. The water was slate-black topped with white, and it rolled on and on into somber space. The heavens were an even gray, cold, implacable, and against them the hurried movements of shreds of clouds were almost undefined. Already the wind was beginning to rattle the pilot-house windows, and there was a low murmur in it, as of the voices of gathering legions.

"Christmas!" The captain looked at his companion. "Pete, I've lived forty-odd years now, and never felt the way you've been talkin' about it. There's a lot in this Christmas spirit. I wonder if I'm too old to try to connect with it to-morrow?" He paused. "Anyway, I'm a-goin' to try," he added softly. "I reckon my owners won't eat any less turkey for knowin' I'm ashore. Fact is, they said they wouldn't, come to think of it."

"Thankee, cap'n!" said the mate. "I'll tell the men."

"Yes. We'll hang out here until three o'clock and then go in," said the captain.

As the door closed behind the mate Capt. Rawson's eyes lost some of their defiant light. Now that he had decided to collect the debt of Christmas joy which the world owed him, he had to admit that debts are only paid by those who have contracted them. In what quarter should he seek payment? Surely there was nothing in standing up in front of a bar all day and swilling alcohol! There were no excursions to "take in." He had no relatives. He wasn't married. The mate had him there; he could see where the mate could collect. But he couldn't go out and find a wife at an hour's notice; didn't want to get married, anyway. Pete was welcome—but no, he wouldn't think that; he had seen the look in Pete's eyes when he spoke of his little girl. Well, anyway, the tug would go in, that was flat, if only for Pete. As for himself, he didn't give a whoop in Gehenna either way.

The leaden hours dragged on. Snow flakes, hard and small and dry, were beginning to smite the windows of the pilot house, and the wind, true to its promise, was whipping the crests from the tumbling waves and driving them ahead in spray. Little the Rustler minded. With bow just a bit off from the seas, she took everything that came and was ready for more. In the mess room at noon the electric lights were on, and now the gloom was that of twilight. Occasionally a wave would break over the rail, sousing the deck, or dashing a dipperful down the neck of Sam Tronson, the engineer, down in the engine room, who swore softly thereat and told his fireman that if he left the deck door open again he would wash his face with a piece of oil waste.

As for the mate, he was in rare humor. Having worked, with the deck hand, in making everything fast below, he sloshed his way along the heaving deck to the companion stairs, humming to himself, and he entered the pilot house with a broad grin. The captain, with feet braced wide, did not turn to him. He was leaning over the wheel, peering steadily out of the windows ahead.

"Pete," he said suddenly, "tail on to the wheel a minute, will ya?"

As the mate took the spokes the captain seized the big binoculars suspended from the hook, and, throwing open the double window, leaned out, pressing the glasses to his eyes. Long he looked, while the entering wind blew charts from the walls and almost beat the breath out of the mate's lungs. Suddenly he turned to Pete and slammed down the window.

"Pete," he said, "you made out the Hydrographer awhile ago with the three barges, didn't you?"

"Sure," said the mate. "One of 'em was the Borneo, Bill Hawkins, captain—I knew her by her clipper bow. They were makin' bad weather——" He took the glasses from his captain and glanced out into the tumult. "Cripes!" He glanced at Capt. Andy. "Why, the tug's alone now!"

"I know it." The captain frowned, and his hand reached out for the jingle. "I know it. The Hydrographer was a-fightin' her way up the coast with 'em, and the tow-line parted not ten minutes ago. I saw it—it was so thick I wasn't sure; but now it's plain. The big tug's all alone."

The steady chug-a-chug with which the engine had been maintaining steerage way had now broken into a quick, nervous throb. The mate looked up with a disturbed face.

"You ain't a-goin' after 'em?" he said. "They ain't no salvage in it. The Hydrographer ain't abandoned 'em. She'll find 'em again."

"She will like Hell!" said the captain. "She'll stay out and make a bluff at it; but her captain ain't got any nose for findin' lost tows, and, besides, he's got a streak of yellow through him a foot wide. No, there ain't any salvage in it; not without a long fight in the courts, at least, for Tom Biggs will mosey up if we have the luck to catch 'em and hook on again. But, Pete, I don't want no salvage. Hawkins carries women on his barge, winter as well as summer. Anyway, there's lives to save. . . . . AND,—AND IT'S CHRISTMAS EVE, PETE!"

"Aw!" Pete's face was sullen with angry disappointment.

"Sorry, Pete," said the captain, "but there's no other way about it—Christmas or no Christmas. Anyway, we'll be in tomorrow, and tell the boys I'll make it all right with every man-jack of you."

Capt. Andy had been speaking with his back to the mate, his face peering out through the smother of snow and spindrift. Now, as though he had dismissed the subject, he called out sharply:

"Get on to the wheel here with me; my arms ain't all steel. By Cripes! if the owners of this hooker don't put steam steerin' gear into this boat——" A wave smacked the rudder, and the twisting wheel almost threw the captain to the floor. Glaring up at the slow-moving mate, he cursed volubly, and ordered him to get his hands on the spokes in a hurry. Then, reaching up, he tooted the whistle for the deckhand to come into the pilot house.

"Svenson," he said, "stand tight agin' that window there and keep your eyes peeled for three barges." As he spoke, three wallowing, flailing, blurred shapes crossed his vision.

"There they go!" he yelled in unison with his mate, who now, in the excitement of the chase, had quite forgotten his Christmas prospects. With a simultaneous movement they altered the tug's course and slung her across the seas to the eastward.

"Where's the Hydrographer?" he inquired of the deckhand, who, with face close against the glass, answered that she "ban standin' towards Fire Island."

"Didn't I tell ya!" exclaimed Rawson. But he said no more for some time. They were having their hands full. The wind was roaring at a good 30 knots—the steady, deep, solemn, inexorable roar of a northeaster—and the sea was majestic with great combing waves, which smote the tug with shivering blows.

In the pilot house the might of the tempest was portrayed in the straining backs of the men at the wheel. The perspiration stood out on the napes of their thick, red necks, and the iron fingers which clung to the wheel spokes were numb and stiffened to their holds. They were cutting across the seas and paying the penalty.

"For the sake of ——, Svenson!" roared the captain, "do you see them yet?"

"Sure, ay ban see 'em," replied the Swede. "All the time aye see 'em. We comin' to 'em."

As their eyes followed his outstretched arm, a high, black, watery hill cut off their view; but as the tug climbed to the top they saw. Not a quarter of a mile ahead of them were the barges—three sordid hulks, writhing and plunging; lifting their grimy bows, and then throwing them down again with a force which seemed likely to flatten them out like peach crates. As they looked, they saw the sails, which had been set on the mizzen-mast stumps of two of the barges to hold their heads up, suddenly tear out of their eyelets and float away like great birds. Evidently the sail on the leading barge had blown away before it could be set.

Wild with excitement, Capt. Andy urged his tug on as though it were a sentient thing. They could see that those on the barges had made them out, for in the bow of each, waving their hands, were the barge captains. On went the Rustler. Her course was down to leeward of the barges, but care must be taken that she did not get directly under their lee, as they were driving down all the time, as helpless as so many logs. Heeling and rolling, the Rustler swung around towards the stern of the Borneo, but about a hundred yards clear of her. Capt. Andy fought his way on the narrow ledge of deck in front of the pilot house and raised his megaphone. Waves were breaking over the stern deckhouse of the barge, and Capt. Hawkins and his wife and her sister were up by the foremast, evidently lashed there.

"Where's your—send a line down to us on a raft!" he roared through his megaphone.

The bargeman released himself from the mast and crawled to the bow, pointing down into the sea. Following the direction indicated, Rawson saw that the barge end of the cable, which had parted, was hanging down from the bitts and streaming out to windward. It was but the work of a few minutes to fish it out of the water and bend a new cable to it, whereupon the barge captain took it to the capstan and hauled it aboard.

Within ten minutes everything was fast, and the Rustler turned her bows to the seas and snuggled down to steerage way, holding on to her string of tows like the little bulldog she was. And all through the night three faint, reeling, pitching lights far astern told that all was well. The snow beat against the pilot house windows and the waves raged and tore at the tug and bit at her. But she split them all, or let them shatter themselves to mist against her bow fenders. So the night was lived, and when, away off to the east, a faint pallor revealed the lengthening horizon, the wind had diminished and the seas were falling.

"Say," said Capt. Andy, having finished his tenth cup of coffee and his twentieth load of tobacco, to the little group of men in the pilot house, "it's time to wish people Merry Christmas, ain't it? Now, don't look doleful, Pete. There's ten dollars apiece in this night's work for every man aboard. Oh, you fellows know I've got it in an old sock at the hotel, and plenty more besides—havin' the reputation of bein' a savin 'man. . . . And you'll all be in before noon, for we ain't no mor'n about 20 miles off Asbury, and here comes the Hydrographer now."

"Trust her!" growled the mate.

"But, say," said the captain, eyeing the advancing tug, "I don't care one little dam' bit. You know, I once read—I remembered it last night—that the joy in Christmas is in helpin' people. That's what we were doin' last night. Pete, Svenson, that's right, sure! We was helpin' last night; savin' lives. Nobody ever gave no bigger Christmas present than that to anyone. Not even Andrew Rockefeller givin' a library to a hospital. That's right; and, boys, that's the reason I did you out of your trip to the city yesterday."

"Um!" mused Pete, while Svenson grinned, half understanding. "Say, Cap'n Andy," said the mate suddenly, "did you notice Bill Hawkins' sister there—the woman in the green skirt and blue shirt?"

Capt. Andy looked at the mate in scorn.

"Did I notice her!" he said.

Late that afternoon at the South Street hotel the assistant bartender knocked timidly upon the door of Cap't Andy's room. There was no answer. Again the man knocked. There were sounds of upheaval inside, and suddenly the door flew open.

"Say!" roared Andy, his eyes blinking with sleep, "didn't I tell you that when I turned in this noon that if anybody woke me up 'till I got done sleepin' I'd mash his head in?"

The man backed away.

"Why," he said, "Miss Hawkins—Cap'n Bill Hawkins' sister—is downstairs. She says she come to wish you Merry Christmas and thanks."

The man turned to flee, but Capt. Andy's roar stopped him.

"Hey! wait there, you idiot! I'm all through sleepin'. I was jokin'. Tell her I'll be down in five minutes!"

The Work of William Gardner, Naval Architect

THE genius of William Gardner, long known to those who have sailed yachts or followed yachting closely, has only been forced upon the world at large during the last three or four years. Probably the one thing more than any other that first attracted to him the attention of the American public was the performance of the schooner Atlantic in her record race across the Western Ocean in 1905 for the cup presented by the German Emperor. But while this may have brought him popular recognition, it is the wonderful and consistent performances of his smaller craft—boats of from 30 to 60 feet racing length—that have stamped him as one of the foremost naval architects of this country, if not of the world. This last season in particular has been an especially successful one for Gardner-designed craft in Eastern regattas, his boats taking a majority of the prizes. It seems safe to say that, in the event of another challenge for the America's Cup, a sloop from the board of William Gardner will be found contending for the honor of defending the trophy.

So little is known of Mr. Gardner's life and his genial personality that a short account of the early training that had such a marked effect on the development of his talent for designing, and of the work he has done and his contribution to yachting history, cannot fail to be of interest.

William Gardner was born in Oswego, N. Y., once a famous shipping town of the Great Lakes. Between the ages of nine and fifteen years much of his time was spent in travel, and it was during this period that he made his first sea voyage, one from New York to San Francisco.

He entered Cornell University at the age of fifteen and graduated from there in the early 80's. After graduation, he spent some time at the shipyard of the Delaware River Iron Ship Building & Engine Company, at Chester, Pa., familiarly known as "John" Roach's yard. Here he acquired a practical knowledge of the building of ships and had the good fortune to make the acquaintance of Gatewood and Bowles, the first American naval constructors to be educated abroad. On their advice, he went abroad to complete his studies. His chief desire was to obtain entrance to the Royal Naval College, at Greenwich, England, a privilege that was confined strictly to government pupils. As the coveted instruction, however, could not be obtained in any other way, Mr. Gardner set to work and, after numerous difficulties, succeeded in being admitted.

WILLIAM GARDNER.

His studies at Greenwich were devoted to higher and applied mathematics and the fundamental principles of naval architecture. The designing was confined solely to warships, and while there he designed an 8,000-ton battleship and a 4,000-ton cruiser. For two years of this time he also received special instruction from Reid and Jenkins, the great specialists for Lloyds and the leading authorities on structural strength in merchant ships. His summer vacations were spent in yachting and in poking around the numerous shipyards. While his studies were not devoted especially to yachts, his personal acquaintance with Designers Watson, Fife and Paton, and with many of the leading yachtsmen of England, brought him into intimate contact with the yachting world. After leaving Greenwich he went to Tyne and the Clyde, where he spent two years in practical work in the shipyards. Whenever the opportunity presented itself he took trips to sea on vessels, as he considered that no naval architect's training was complete without personal observation of the action of vessels in the element for which they were built. In this respect he was largely instrumental in having the Admiralty adopt the present practice of sending naval constructors to sea, a practice that has since been adopted by our own navy with beneficial results.

Mr. Gardner returned permanently to this country in 1888 and established himself in New York. His first orders came in the fall of that year, and were from William Whitlock and C. W. Wetmore for the yachts Kathleen and Liris. These boats were very successful, the Kathleen winning practically every race for two years, while Liris was the only boat that defeated the then invincible Scotch cutter Minerva. In the case of Liris, Mr. Gardner guaranteed to win three out of the first five races against a fleet of ten boats, and did it. In the last race of the series Liris crossed the line a winner, with topmast, gaff and club topsail yards hanging over the side.

In 1892 he turned out the 90-foot schooner Alcaea, which was raced with fair success, and was later sold to Germany, where, as the Nord Ouest, she won many prizes. In 1895 Norota was built for Mr. F. M. Hoyt, followed in 1897 by Syce, for the same man. Both of these boats were for a long time practically undefeated. In 1896 the steel schooner Quisetta was built to meet Amorita, and, as everyone knows, she had a very successful career as a prize-winner. In 1902 came the bronze sloops Weetamoe and Neola, designed for Mr. H. F. Lippitt and G. M. Pynchon, and the smaller Dorwina. Dorwina won fourteen out of fifteen races sailed that first year, and the Weetamoe and Neola are too well known to need comment. In 1904 he turned out the Aspirant for the Hanan boys. This boat lost but one race in two years. Under the new measurement rule, Mr. Gardner has been equally successful in designing fast boats. In the Q class this year Princess has taken most of the principal races, and also won the series prize during the Larchmont Race Week, the series prize during the Atlantic Race Week, and the Championship of Long Island Sound. His class N boat Gardenia, although built as a cruiser, has been uniformly successful, and was probably the greatest prize-winner of the year, easily defeating new boats built to beat her. Her record for the year is sixteen firsts out of nineteen starts, and the series prize at Larchmont.

Mr. Gardner's greatest achievement of the year, however, was probably the 31-foot sloop Windward, built to defend the Manhassett Cup. In this race she had to meet Naulahka, a Herreshoff boat built to take the cup. Windward, although fresh from the shop, with a very little time to tune up, won the series in two straight races. He also designed several one-design classes, which have proved remarkably successful. In international honors his three-masted schooner Atlantic, owned by Wilson Marshall, is in a class by herself, and in the race for the Kaiser's Cup, before referred to, she made the world's record for crossing the Atlantic under sail, her time being 11 days 16 hours 22 minutes from Sandy Hook to the Scilly Islands.

(Continued on page 492.)

Races for the Sumner H. Foster Memorial Cup on Lake Erie

By ROLAND MACK

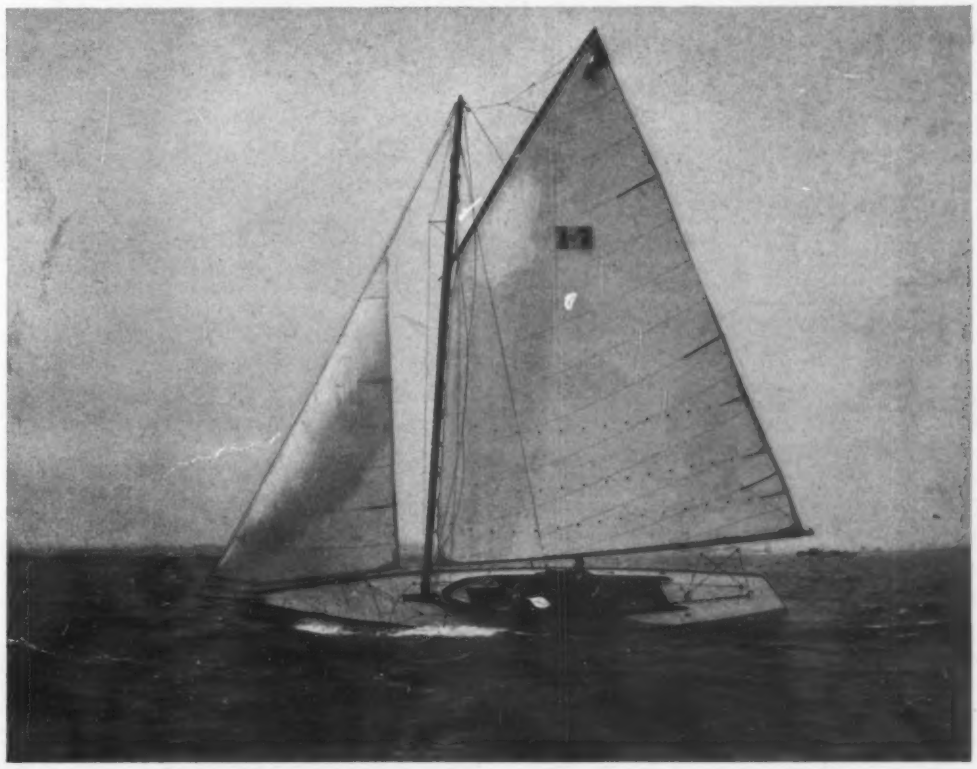
Photographs by A. L. Kraffert and W. B. Jackson

SOMETHING over a year and a half ago the owners of Dorchen I challenged, through the Boston Yacht Club, the best 18-foot knockabout on fresh water for a series of five races to be sailed in the waters off Marblehead, Mass., in August, 1908, for a trophy which was to be known as the Sumner H. Foster Memorial Cup. The Lakewood Yacht Club, on Lake Erie, having a number of boats of this class, accepted the challenge, and from its fleet selected Hayseed I to represent them. The boat was shipped East, where she beat Dorchen by three successive heats and took the cup back to Lakewood with her, as all interested in yachting history will remember.

One of the provisions of this race was that, in the event of Hayseed's winning, the Eastern yachtsmen would send a boat to Lake Erie in 1909 for a return series. As a result, A. W. Finlay had a boat built this spring something on the lines of Hayseed I to go after the cup. She was named after her predecessor and called Dorchen the second.

This 1909 series was held during the last four days of the Open Regatta of the Lakewood Yacht Club in September, and Bonitwo was picked to meet the Eastern boat. Hayseed was the first choice of the Lakewood committee, but Bonitwo's larger percentage for the season's racing caused them to change their decision in favor of the latter boat.

The Eastern boat was handled by W. A. Scott, with A. W. Finlay, owner, on the main sheet, while A. Loring looked after head sails. On the Western boat W. F. Nash was skipper, J. Fehrenbach had the main sheet and "Bill" Currier the light canvas.



DORCHEN II, MASSACHUSETTS BAY 18-FOOTER THAT WON THE SUMNER H. FOSTER MEMORIAL CUP.

Dorchen II had her regular crew; but Bonitwo's crew was new to the boat, neither Nash nor Currier having been aboard the craft until three days before the first race. Both men are "top-notchers" in their line, and the hopefuls expected good work, despite the handicap. This change in crew on the Bonitwo was caused by the illness of both the regular skipper and light canvasman.

Much to the surprise of both Eastern and Western yachtsmen, Dorchen won the cup in three successive heats, duplicating the performance of Hayseed the year before. All of the races were very close, the greatest difference in time being 37 seconds and the least 27 seconds. The weather conditions during the racing were very similar, each event being sailed in northeast winds and a lumpy sea.

The first race was on September 8 over a triangular course of 8 miles, and the starting gun was fired at 2.20 p. m. Dorchen got the start over Bonitwo by 19 seconds, the latter standing too close to the judges' boat. The first leg was a beat to windward, with Bonitwo under the Massachusetts Bay boat's lee. Bonitwo took the initiative in all moves, and Dorchen always kept her in the lee berth. The going favored Dorchen, as she does well to windward in a freshening breeze, and she rounded the first mark 49 seconds ahead of the Lakewood boat. The next leg was a spinnaker run, and, by quick work, Dorchen got her light sail working before Bonitwo made the mark. The latter, having freer wind on this leg, gained 22 seconds on the leader and passed the second mark only 27 seconds behind Dorchen. The next leg was a reach, and Dorchen, mistaking the direction of the home mark, tried to use her light sail. Bonitwo's rounding of the mark and setting her course for home was watched by the Easterners, and they immediately changed their course on seeing their mistake. Dorchen's false move cost her 18 seconds, and she turned the home mark but 9 seconds ahead of the Western boat.

The first leg of the second round was another beat to windward, and Dorchen stood out into the Lake on the starboard tack, while Bonitwo crept along shore on the port tack. A favorable slant of wind let the latter up, and when the two boats came together on opposite tacks Dorchen was forced to go under Bonitwo's stern. Dorchen immediately came about, and, although she was astern of the Lakewood boat, she had the windward berth. Bonitwo tried hard to shake Dorchen from her weather position, but the Eastern boat went to windward better in the freshening wind.

When abreast of the mark Bonitwo tried to force Dorchen up into the wind, and a hot luffing match took place. Bonitwo's efforts, however, were futile, and she was forced to drop back through Dorchen's lee. After that Dorchen had things pretty much her own way, and she rounded the two marks and home flag ahead, beating Bonitwo by 37 seconds.

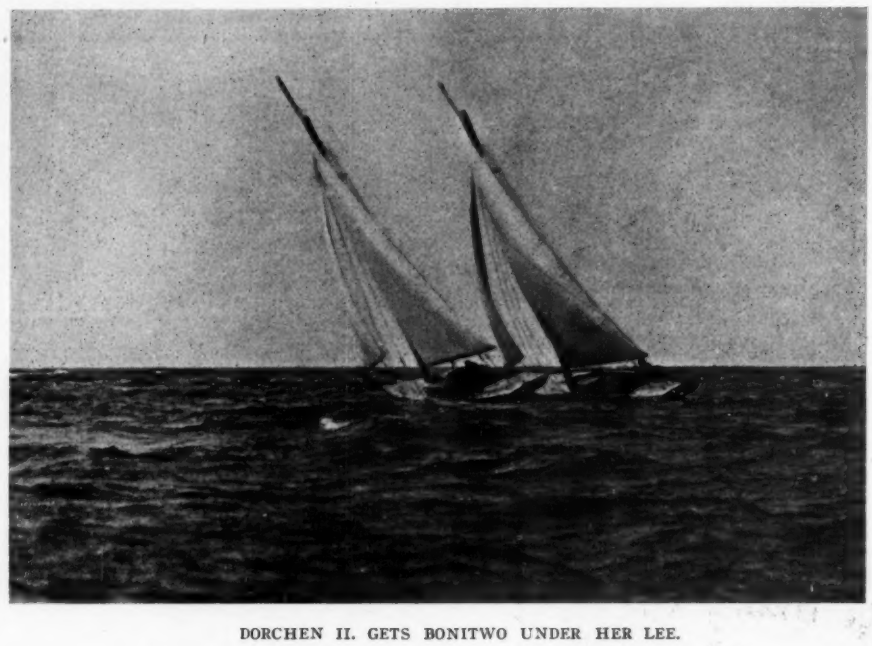
The second race was held the next day on a leeward and windward course of 8 miles. The wind was light at the start, freshen-

CREW OF DORCHEN II. W. A. SCOTT, SKIPPER; A. W. FINLAY, OWNER, AND A. LORING.

ing at the first mark. The starting gun, which should have been fired at 2 o'clock, was postponed until 2.25, on account of the lightness of the wind. A heavy ground swell from the stiff northeast wind of the day before made it pretty difficult to keep the sails filled with wind at the start, but it freshened before the leg was completed.

Bonitwo got the start by 3 seconds, but good handling of light canvas on the Dorchen enabled her to get her spinnaker up first. Bonitwo, in the meantime, was to leeward, and after she got her spinnaker up she swung around Dorchen's stern and went to windward. She had taken her jib down to make the spinnaker work better, and the light sail which she put up as a spinnaker was in reality a balloon jib, so they took this down and put up a regular spinnaker. All this consumed time, and Dorchen was gaining slowly. Bonitwo was still to windward and breaking the wind too much for Dorchen's good, so the latter's skipper took in her spinnaker, and Bonitwo, not suspecting anything, kept her course. Dorchen hauled up on the wind and forced Bonitwo to luff her spinnaker. This caught the Western boat in a bad fix. Her jib was down on deck, and she was powerless to prevent the Boston boat from getting the weather berth. After Dorchen got the weather berth she again broke out her spinnaker and set her course for the leeward mark, rounding it 12 seconds ahead.

The next leg was a beat to windward, with long port hitches and short starboard tacks. Immediately after rounding, both boats settled down on the port tack. Bonitwo sails better to windward on this tack, and as the other boat let her take the first moves, she kept it as long as possible. Getting in too far to the shore, she came about and stood out into the Lake. Dorchen followed suit and came about to windward. Bonitwo attempted to get the windward berth by coming about repeatedly; but, although the Eastern boat was slower in stays, she could not get away. A heavy mist had settled over the Lake at this stage of the race, and the boats were hardly discernible. The positions did not change for the balance of the leg, and the boats were gradually forcing each other to windward. When abreast of the mark they came about and started sheets a little for the judges' boat. Bonitwo could not get the lead, and Dorchen got first place for the second time, by only 27 seconds.

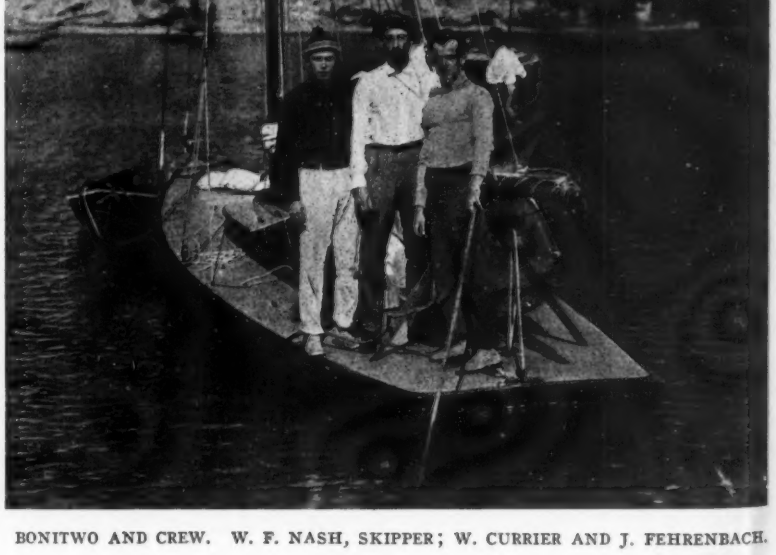


DORCHEN II. GETS BONITWO UNDER HER LEE.

The third race was sailed Friday, the 10th, over a triangular course of 8 miles. The wind was northwest and light. This race was not finished within the time limit of three hours. The conditions at the start were favorable for a good race; but the wind, which was shifting considerably, finally died down to a mere zephyr. Dorchen got the start by 2 seconds, though Bonitwo did better windward work in the light breeze and rounded the first mark ahead. The next run was made with spinnakers, and Dorchen showed her superiority in sliding. She passed Bonitwo about midway on the leg, and kept ahead of her thereafter, though the two boats were very close together when the judges called the race off at the expiration of the three-hour limit.

The postponed race was sailed the next day. The course was triangular, 8 miles in length—wind northeast, shifty and fresh. This was the last race of the series, and both boats were sailed for all there was in them. Bonitwo made better work of the windward legs, but the Eastern boat was much faster on the slides, and so discounted Bonitwo's gains. No criticism can be made of the way the boats were handled. Dorchen proved the faster boat, and she took the heats by virtue of her superior speed under the conditions.

The starting gun was fired at 9.30, Dorchen repeating her usual trick of crossing the line first. Bonitwo misjudged the time, and did not cross until 30 seconds later. The first leg was a beat to wind-



BONITWO AND CREW. W. F. NASH, SKIPPER; W. CURRIER AND J. FEHRENBACH.

ward, and Bonitwo tried to get the weather berth by making stays frequently. She made small gains by this method, and, on getting down to work on the port tack, she improved her position by crawling through Dorchen's lee. Dorchen was waiting for Bonitwo to come about when abreast of the mark; but Bonitwo stubbornly held her course, and Dorchen finally made the first move. Bonitwo, after going a little further on this tack, came about on Dorchen's weather. Bonitwo gained on this leg and rounded the first mark but 17 seconds after Dorchen. Spinnakers were set after rounding, Bonitwo getting hers drawing first, though Dorchen retained her advantage on this leg. The wind, in the meantime, had shifted more to the northward, and the third leg proved also a spinnaker run, with light sails guyed well forward. Dorchen sailed like a streak, and gained considerably on the fresh-water boat. At the home mark, the first time around, she had Bonitwo by one minute and twenty-three seconds. At this time it looked as though Dorchen would get the race by minutes instead of seconds, as in the previous races. The next leg, however, was the surprise of the race. It was a beat to windward, and Bonitwo sailed like a witch. She split tacks with the Eastern boat and made up all of the time lost in the last two legs. At the first mark her bowsprit was so close to Dorchen that Skipper Nash was forced to let her up a little to prevent fouling. The next two legs were slides, with spinnakers up, and Dorchen showed her superior speed on these stretches, gaining 30 seconds on Bonitwo, and winning.

WAITING FOR THE GUN.

The Easterners were highly pleased by their victory, and the Lakewood men, although they did not like to part with the cup, gladly acknowledged the Dorchen as the better boat. The fact that the Eastern sailors were such good sportsmen made it easier to acknowledge defeat, and at a dinner given Saturday evening, the 11th, the cup was surrendered to Mr. Finlay with the best wishes of the club. The Lakewood Yacht Club will challenge Dorchen next year for a series of races to be held off Marblehead, and a new 18-footer will be built for the Lake sailors, with which they will attempt to lift the cup.

The Month in Yachting

ANNOUNCEMENT that Alexander S. Cochran (who blazed into a yachting star of the first magnitude through his purchase of Avenger and engagement of Capt. Charles Barr to sail her last year) is to take the 90-foot schooner now building at Herreshoff's to Germany and England next spring will cause widespread disappointment along the Eastern seaboard. When he placed the order it was confidently expected that he was after a boat to defeat Queen, and everybody began to look forward to such a season of schooner racing in 1910 as had not been seen in years. Queen, Elmina and the Cochran schooner! This would have been a trio for the yachting enthusiast to shout about. Certainly such racing would have imparted to the summer an interest and excitement that has not been seen on the Sound and Atlantic Ocean since the 70-foot class of sloops came out.

But no! Mr. Cochran is going to Europe, they say, and it is added that he will return in time to take part in the New York Yacht Club's August cruise. He may; but I, for one, do not believe it. As plans thus far have been announced, the schooner will be launched in the early spring, and will be tried out both in Narragansett Bay and off Newport, after which she will be stripped and sent across the Atlantic. She will appear at the June regatta at Kiel, race some in the English regattas, and then return to this country. Now, at best, it should take the schooner a month to strip and reach Kiel after her trials here, and another month to strip and make the return journey to this country. How in tarnation, as old Capt. Coffin used to say, she can do this and get in any amount of racing on the other side is a problem that I cannot answer.

THOMAS WEBB, THE MAN WHO HAS DONE MORE THAN ANY OTHER TO DEVELOP POWER BOATING IN THE MIDDLE WEST, IN THE BOW OF SAINT III.

I think the assumption is reasonable that if the schooner goes abroad, as there seems every reason to believe she will, she will remain abroad until long after the American yachting season is at an end. And that is too bad! Mr. Cochran, as the owner of a swift schooner, capable of sailing against Queen with equal chances of victory—with chances more than equal, if Herreshoff has not lost his cunning—would step to the front as the prominent yachtsman of the year, and would be looked upon not only as a sportsman but as a New York

Yacht Club patriot of the first water. There are not so many men of this sort in the New York Yacht Club as to render him inconspicuous in this capacity.

Come to think of it, there is another reason why the chances are against the Cochran schooner sailing on both sides of the Atlantic in one year. I refer to the measurement question. If she races abroad, her owner will be required to observe certain scantling regulations and other rating regulations which will render it impossible to race here against Queen and Elmina with any degree of success. Already the English are waking up on this point. The editor of the *Field,* while expressing pleasure over the prospects of a visit from an American boat, naively wonders whether Mr. Cochran understands that his craft must qualify under the British Lloyds registry, the Germanischer Lloyd and the Bureau Veritas of France before she can race in schooner class A under international rules against Meteor, Germania and Cicely at Kiel.

"This may have been taken into consideration," says the *Field* editorial mildly, "but we call attention to it merely by way of calling attention to the fact."

Mr. Cochran, if he goes abroad, may have a pleasant time; other American yachtsmen have. Then, again, others have not. When George Gould went over on Vigilant he was received with open arms for a time, and then "Old Fairplay" got after him and began to make life disagreeable. All sorts of sins of omission and commission were charged against him, and before he left English guardians of the ethics of sportsmanship had left him with hardly a shred of his original reputation. And when the Prince of Wales, now King Edward, announced that he intended to withdraw his cutter Britannia from further racing because of the drowning of several of his crew, and asked Mr. Gould to give up his project of racing for the Cape May Cup, which Mr. Gould refused at first to do, you could hear the snarls of the lion clear across the Atlantic. Oh, yes, Mr. Gould had a lovely time over there, did he not? Yes he did—not !

ELMINA. CARY SMITH'S BOAT WILL GIVE MR. COCHRAN'S NEW SCHOONER SOME GOOD RACING IF SHE STAYS ON THIS SIDE OF THE ATLANTIC.

That sterling sportsman, Royal Phelps Carroll, had a good time in Navahoe; but when he was compelled to claim a race by a foul he fell in some degree from his proud estate. The protest was allowed. But that did not altogether stifle the grumbling. Then, too, if quiet, simple, honest old Hank Haff had such a stormy time on Vigilant, what will be in store for the wily Charley Barr, who, it is understood, will command the Cochran boat abroad ?

Speaking of Charley Barr, I am reminded that the early season regattas suffered some loss through his absence as commander of a boat. When he appeared as commander of Avenger, candidate for King's Cup honors in August, interest in the sport bucked up immediately. Barr is, perhaps, the most wicked man in jockeying for a start that ever lived, if we except "Wicked Willie" Jamison, of England, who spread lustre all over Sandy Hook when he appeared here as adviser extraordinary on Shamrock II, and who, by the way, still lives, although somewhat in eclipse. But Barr met his match one day three years ago. He had the sloop Rainbow, and Harry Maxwell was at the wheel of the rival 70-footer Yankee. It was a windy day off Newport, and Barr, who wanted a position which Maxwell had secured, bore straight ahead in a direction that was bound to take her across the bows of the Maxwell boat. It was a gusty day, and the racers were ploughing the waves like torpedo boats. Everyone held his breath, having little doubt that within a few seconds two evenly-cut pieces of Rainbow would float away in different directions. Maxwell, standing quietly at the wheel, never batted an eye, never gave his boat so much as a single spoke. Neither did Barr. Suddenly, when no one saw any chance of avoiding a collision, Barr luffed, saving his boat by not more than a foot. After that Barr never attempted to bluff Maxwell, who had the Indian sign hung upon him all the rest of the season.

Good for the Illinois Valley Yacht Club! Few organizations have the right to be so unequivocally proud of themselves as this band of "Ivyites." The report of the treasurer, now at hand, shows in the past year that an indebtedness of $2,700 has been cleared, which included the taking up of $800 bonds. A debt of $4,000 still remains, and this, it is expected, will be cleared within the next two years. It was in 1907 that a valiant little band of enthusiasts went over to the moribund old club, in which hardly a spark of life remained, dug out the old moth-eaten ledgers, laid hands on the trifling sum of money still in the treasury, and began to "boost." With Thomas Webb, vice-president of the Western Power Boat Association, elected commodore, the club at once assumed a sectional prominence, and it started out vigorously to fulfill its ambitious project of arousing interest in motor boating, not only in the inland lakes, rivers and canals, but throughout the United States. This was an ambitious programme, surely; but it has been carried forward, and now the club is a member of all the most prominent motor boat associations in the country. If I have erred in any minor details here, I trust the "Ivyites" will forgive me; but the information was given me by a man just returned from Peoria, whose enthusiasm should certainly be held as compensating for any possible overstatement.

So we are not going to Germany for *sonderklasse* racing next year? Well, perhaps it is a good thing. Certainly there seems to be reason in the statements explaining the skipping of a year or two before additional German-American races in the *sonderklasse* are held. Too much racing of this sort between the same nations, they say, will be liable to kill interest in the sport, whereas if a year or two elapses everyone will enter the game with renewed spirit and the public interest will be all the keener. But the racing of the class will continue, and international flavor will by no means be lacking. Two Spanish *sonderklasse* boats may still be seen here next September, and trials to select boats to meet them will be held, as usual, at Marblehead. In addition, the Corinthian Yacht Club, of that port, proposes to hold an inter-city race between *sonderklasse* boats of New York and Boston.

The Handicap Yacht Racing Class of Long Island Sound in 1909

THE POPULARITY OF THE ORGANIZATION PROVED BY THE GREAT INCREASE IN THE NUMBER OF STARTS—THE VICTORIES IN LONG-DISTANCE CRUISING RACES PARTICULARLY GRATIFYING—NEW BOATS AND MEMBERS ADDED

By L. DeB. HANDLEY

Photographs by the Author

BUSY BEE, ONE OF THE MOST CONSISTENT PERFORMERS.

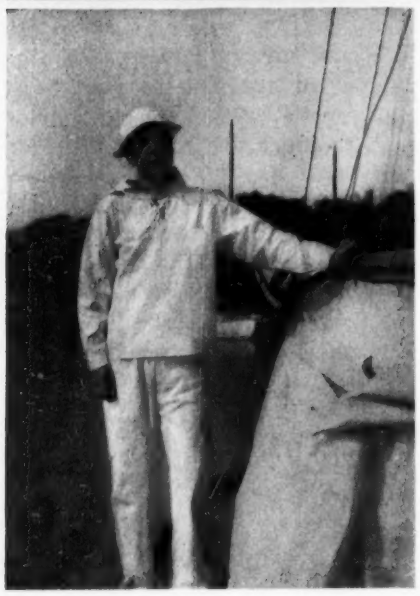
IN undertaking a review of the doings of the Handicap Yacht Racing Class of Long Island Sound in 1909, one can hardly find a better means of illustrating the great progress made than by establishing a comparison between the results of the past season and those of 1908. Figures constitute the best possible comparison, and in this case show clearly how rapidly the organization is gaining in popular favor and what wonderful impetus it has given to the sport of small boat racing. The mere fact that eighteen yachts were added to the membership list since the fall of 1909, and that their owners enjoyed good racing throughout the season, is in itself good evidence that the class is fulfilling the self-imposed mission of providing competition for those yachtsmen who are fond of both cruising and racing, but cannot afford to keep more than one boat, and also for those whose craft are unsuccessful or outclassed by reason of the much too frequent changes in measurement rules.

In proceeding to compare results we find that against the 346 starts given and 175 prizes won by the Handicap class in 1908, there were recorded 432 starts and 199 prizes for the past season—112 firsts, 56 seconds and 31 thirds. This is an increase of about 25 per cent. in the number of starts, and the quoted figures for prizes is exclusive of series trophies and of prizes taken in open classes, in match races and in long-distance events, which should swell the number considerably. George P. Granbery's Intrepid, for instance, raced with the Q boats during a good part of the season and won repeatedly, beating the latest creations of our best designers, and coming within one point of lifting the valuable Thompson Cup. The raceabouts Maryola, Rascal, Jolly Tar and Howdy competed successfully in the American Yacht Club one-design class after the middle of August and took several races apiece, while other boats won laurels in special events and in most of the cruising races.

The victories in cruising races were particularly gratifying to those at the head of the Handicap class, because it requires expert and thorough knowledge of seamanship, as well as a general understanding of navigation, to bring a small craft safely home over some of the long courses prescribed. Although in most cases manned entirely by amateurs, the Handicap boats made a splendid showing, capturing the lion's share of open cruising events and placing one, two, three in the race for the small-boat, long-distance championship of Long Island Sound. These results demonstrate that the class has developed as able and competent a set of Corinthian skippers as it is possible to find anywhere. Of the five boats which qualified to run for the cruising pennant by taking part in more than fifty per cent. of the big races, the three leaders are members of the class. It is an extremely difficult matter to figure to whom the title should go, as there is no equitable way to count points, neither the Larchmont nor Long Island Sound Association rules giving conclusive proof. It would seem that the title should go to George P. Granbery's Intrepid, with H. A. Jackson Jr.'s Victory second and A. G. Hill's Crescent third. Intrepid won the Stratford Shoal race, and finished ahead of Victory in both the Block Island race and the one around Long Island. Victory won the longest race, that for the Brooklyn Challenge Cup, and finished second in the Stratford Shoal race. Crescent finished third in the race around Long Island, beating both Intrepid and Victory, and also finished ahead of the latter in the Block Island race.

The table printed herewith, showing how the boats finished in all the Long Island Sound races, will give a clear idea of the season's work. As the secretary's report will not be made for several months, the figures given are not official ones. They were compiled from the published results, and will be found to be accurate, though, of course, some slight error may have been in-

START OF HANDICAP CLASS BOATS IN LONG-DISTANCE CRUISING RACE.



CHINOOK, WINNER IN THE RACEABOUT DIVISION.

ARROW, THE MOST PROLIFIC WINNER IN THE FIFTH DIVISION.

H. A. JACKSON, JR., ONE OF THE MEN WHO HAS DONE MOST TO DEVELOP THE HANDICAP CLASS.

curred. In reading the table, it should be remembered that some of the boats were transferred from one division to another in mid-season, but that the names have been left in their original places, which will account for such seeming discrepancies as two winners in one division in the same race and none in another.

In studying these statistics, one cannot but notice a fact which may prove interesting to those who decry the class on the plea that, since the handicaps adjust themselves mathematically, any boat, never mind how badly sailed, will win her equal share of the prizes, always an objectionable feature in the sport. While theory seems to point to this, practice proves the contrary. Good handling certainly counts every time, and it is only by difference in ability of skippers that one can explain how two boats with practically the same number of starts will finish one near the top and the other near the bottom of their division.

It was quite a remarkable feature of the season that owners were, with very few exceptions, unanimously satisfied with the handicapper's work. When it is considered how mystifying are at times the changes in allowances, their cheerful acceptance by all hands shows a spirit of sportsmanship and good-fellowship that has not always existed. Throughout the season Mr. Granbery calculated his handicaps by comparing each boat's performance with that of the boat chosen as standard in each division (the one supposed to be most actively in competition), allotting percentages, first on the estimated or known speed of every craft, then on her actual performances, averaging up her last four races.

This system again proved itself very satisfactory; but like every other system dealing with uncertain factors, it did not reach perfection, and cannot be made to. For instance, it is rather disconcerting, when you have been told that the system tends to equalize, mathematically, the chances of every boat, to find that it is possible for your handicap to increase after a victory or decrease after a defeat. You are very apt to say things about the handicapper when it happens, although in all probability he is correct.

To give an illustration that may clarify this point: Let us suppose that a boat beats the standard craft by 6 per cent. in her first race, and is defeated by the latter in the following three races by 4 per cent., 2 per cent. and 2 per cent., respectively. In the fifth she will start with an allowance of ½ per cent. Say now that in this race she wins by 2 per cent., her owner will naturally expect to be lowered. Instead, his next mark will rise to 1½ per cent. The secret of this curious occurrence lies in using only the last four races as factors, which entails dropping the 6 per cent. victory and taking the more recent 2 per cent. one in its stead. This was not generally understood last season.

A commendable addition to the by-laws of the class was made last spring in the following rule on handicaps: "When a yacht is beaten more than 4 per cent. in excess of her handicap, her handicap for the succeeding race shall be figured as though she had been beaten in that race by her handicap plus 4 per cent." This rule effectively does away with the possibility of a man's profiting by not doing his best after seeing that he is hopelessly beaten in a race and trying to jump his handicap several points at one stroke. While such trickery is, fortunately, of rare occurrence, it is just as well to take precautions against it and to protect good sportsmen from the poor ones. Another new rule reads: "In arbitrary handicaps, if an error be shown it may be rectified at the discretion of the Executive Committee before the third race in which the boat competes." There has not been much use for this rule so far, but it was thought best to have it ready in case of emergency.

This year again saw the handicap limit of 10 per cent. in each

SALLY IX, FIRST DIVISION, HAD THE GREATEST NUMBER OF STARTS IN THE CLASS.

MIST SCORED THE GREATEST NUMBER OF POINTS IN THE FOURTH DIVISION.

HANDICAP SKIPPERS ABOARD H. A. JACKSON'S YACHT AT BLOCK ISLAND AWAITING PUBLICATION OF CORRECTED TIMES.

CRESCENT, ONE OF THE LARGEST AND FASTEST BOATS IN THE CLASS.

INTREPID, WINNER IN SECOND DIVISION.

MARYOLA, THIRD DIVISION.

division in force. From the results, it would seem that this allows too much latitude, and that a 6 per cent. limit would prove more satisfactory. If a boat cannot hold her own with a 6 per cent. allowance, she has no business in that particular division. Such a wide margin as 10 per cent. opens opportunities to the unscrupulous, and also makes poor racing. To have to give an opponent even 6 per cent. is bad enough, but when it gets to giving more much of the pleasure is taken from the contest. The true joys of racing are only experienced in boat-for-boat struggles, when the fleet is together from start to finish. To lead a rival home by a mile or two and then find that the latter wins on corrected time is exasperating, and rules should be amended to avoid it as much as possible.

The splitting, in 1908, of the first division into two sections after the admission of several new boats was this year corrected by the formation of a fifth division. That there was need of it was proved by the number of starts witnessed in each division. One generally counted five or six boats, and not infrequently seven, which is a better showing than that made in almost any of the open classes.

The addition to the fleet of good-sized craft, as Crescent, Notos and Interim, was another gratifying achievement of the season. In the past the class was looked upon as fitted only for small boats; but the feeling is passing, and it is probable that larger and larger boats will join it in future. There is no reason why they

	Knickerbocker Y. C. May 29.	Harlem Y. C., May 31.	Manhasset Y. C., June 5.	New Rochelle Y. C., June 12.	Block Island Race, June 19.	Larchmont Y. C., June 19.	Seawanhaka Y. C., June 26.	American Y. C., July 3.	Larchmont Y.C., July 5.	Indian Harbor Y. C., July 10.	Larchmont, July 17.	Larchmont, July 19.	Larchmont, July 21.	Larchmont, July 22.	Larchmont, July 24.	Riverside Y. C. July 31.	Horseshoe Har Y. C. August 7.	Huguenot Y. C., August 14.	Stamford Y. C., August 21.	Harlem Long Dist., August 21.	New Rochelle Y. C., August 28.	Seawanhaka Y. C., September 4.	Larchmont Y. C., September 6.	Indian Harbor Y. C. September 11.	Manhasset Y. C., September 18.	Handicap Class, September 25.	Hud-Fulton Regatta, October 2.	Number of Starts.	First Places Won.	Second Places Won.	Third Places Won.	Points.
1st Division.																																
Sally IX	3	3	2	1		2	4	2	4	2	4	2	5	4	1				2		3	4		1	3	2	3	21	3	7	5	73
Juanita	1	1	3	2	×	3	3	×			5	5	4	2			1	1	1		3	2	1	2	2	2	1	22	7	6	4	88
*Notos	2	2	1	3	×																							5	1	2	1	20
Bobtail					×		1	×	1		2		1	3	3		2	3	1		4	2		2	1	1	2	17	6	5	3	73
Marguerite							2	1		1	5	1	4	1	4	1								3				10	5	1	1	39
Duchess								×			1		3	2	2								4				1	8	2	2	1	26
*Tomboy II					×			×	3		3	3	2	5		×	3	4	3			3	2	4		5		14	0	2	5	30
*Interim									5		6						1	1	4		1		1		4	3		9	4	0	1	24
*Crescent					×													2		2	2	1	×		2	4	4	9	1	4	0	26
2d Division.																																
*Intrepid	2	4	1	2	×		2		2	1	3	1	5	1	4					×	1					1		16	6	4	1	60
Fearless	3	1	3	3	×					2	1	2	1	3	2						5				×	3		14	3	3	5	53
*Onda	1	3	2	4							2	3	3	5	3				2		2							11	1	4	4	42
Bedouin		5		5	×															×		×					2	6	0	1	0	5
*Wanderer IV		2		1		1	1			3	3				5	2		Dis.			5	×	3					12	3	2	3	40
*Quest					×						4	4	2	4	1		2			×	4	×	2		3			12	1	3	1	25
Kedwing													6															1	0	0	0	0
Little Peter																					×							1	0	0	0	0
3d Division.																																
*Chinook	2			×	×		5	1	5	2	3	1	5	2	1	4			2		2	×	×	2	2	1		20	4	7	1	63
Jolly Roger	3	2	1	×		3	1		3	5	5	5	3	5	5	1					1	×	2		3	4	1	20	5	2	5	60
Rascal	1	1	2																									3	2	1	0	17
Jolly Tar		3	4																							3		3	0	0	2	8
*Maryola			3		×		4	3																		2		5	0	1	2	13
*Joker			1	1	×				2		4	4	4	4	2													9	2	2	0	22
Busy Bee					×		2	4	6	1	1	2	1	3	4							2	1	1	4		2	15	5	4	1	54
Psammiad					×		3		1	4						×			3			×						8	1	0	2	14
Rascal III								2	4	3	2	3	2	1	3	3					1	3	3	1		3	14	3	3	7	61
4th Division.																																
Kenosha I	2	2	2	×	×				3	3	2	3	2	5	4		1	1	1		2				2	4		18	3	7	3	79
Kenosha II	1	3		×	×				1	2	3	4	5	3	1				2		4	×			3	6		16	3	2	4	53
*Robin Hood	3	1											3		7	2	1	2	1		6	×	1			5	1	13	5	2	2	57
*Sybilla		4		×					2	4				4														5	0	1	0	6
*Victory				1	×															×	3					3	2	6	1	1	2	23
Mist						1	1	1		1	1	2	4	1	3			2		×	5	1	3	1	1			16	9	2	2	85
Tillicum II					1																					1		2	2	0	0	14
Grace II					×			2				1	1	2	5						5		2		1	2		10	3	4	0	45
*Snug					×																							1	0	0	0	0
*Ramea										5	4				6					1	1				4			6	2	0	0	14
*Altair															2			3			7					7	3	5	0	1	2	16
5th Division.																																
Miss Modesty			1						2		2	2	2	3	1		2	2	2		4		2	2	2			14	2	10	1	43
Arrow						2			1	1	1	1	1	1	2		1	3			2	1	1	1	1	1		16	12	3	1	59
*Nimbus III											3	3	3	4	4	1	3	1	1		1	×	3					12	4	0	5	26
Okee														2	3						3	2			3	2	1	7	1	3	3	19
Total starts																												432				

* Boats marked with asterisk were added to the class during the season of 1909. Crosses mean that boat either did not finish or that its finish was not reported by the press. Seeming discrepancies are accounted for by the fact that some boats, such as Mist, Juanita, Wanderer, etc., were transferred in mid-season from one section to another, and that in several instances two divisions raced in the same class.

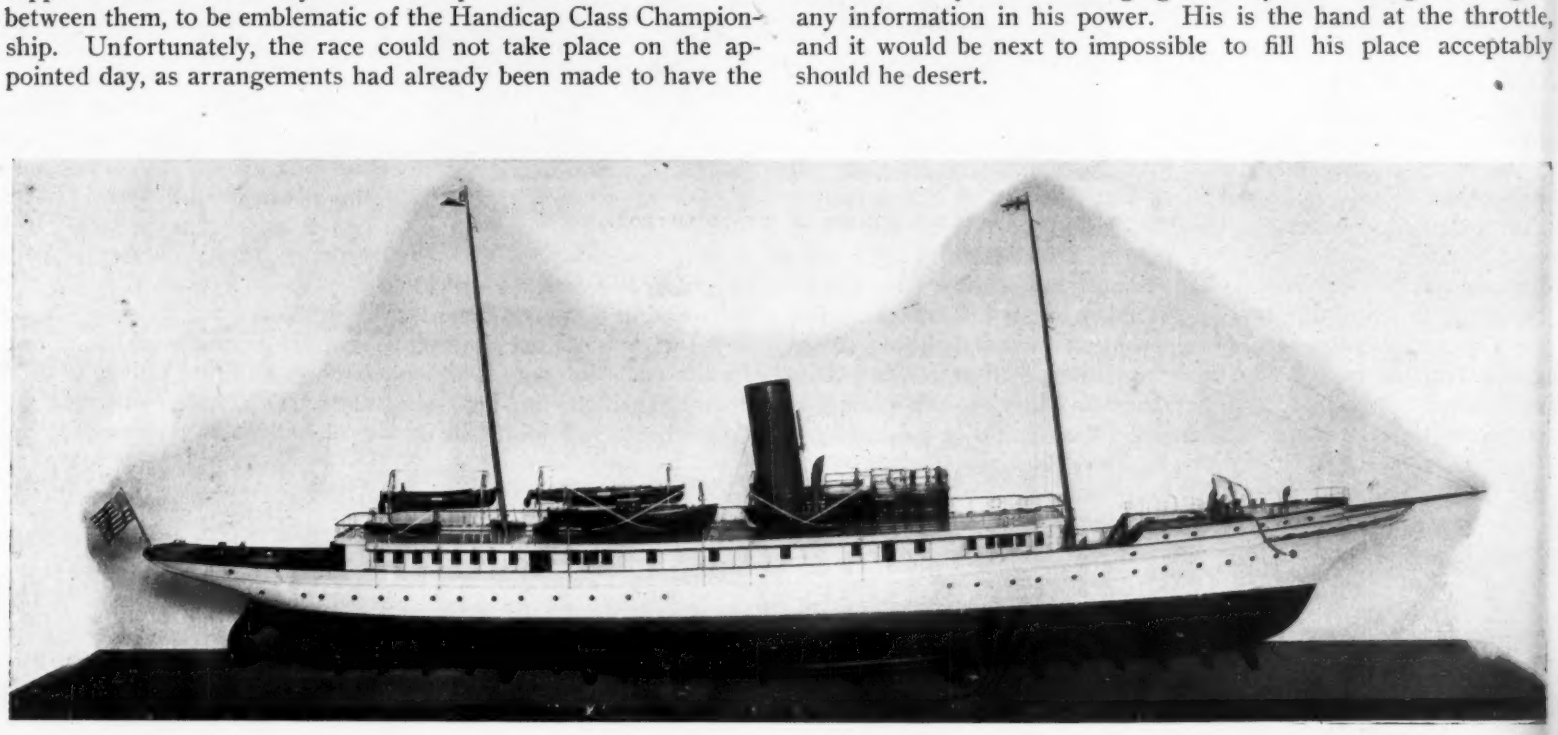
should not profit by the good work of the organization and enjoy the privileges it offers.

The boats which proved the most successful in each division are the following: First Division—Bobtail, Monks Brothers, 73 points; Sally IX, Dr. A. A. Black, 73 points. It should be mentioned, though, that Juanita, S. C. Hunter, 88 points, started in the first division, but was later transferred to the second. She leads the entire class in number of points. Second Division—Intrepid, George P. Granbery, 60 points; Fearless, B. R. Stoddard, 53 points. Third Division—Chinook, Lambden and Morse, 63 points; Jolly Roger, I. K. North, 60 points. Fourth Division—Mist, J. A. Morris, 85 points; Kenosha I, W. R. Berth, 79 points. Fifth Division—Arrow, W. B. Manny, 59 points; Miss Modesty, H. A. Swart, 43 points.

W. B. Manny's Arrow proved the most prolific prize-winner of the season, having captured twelve firsts, two seconds and one third. A. G. Hill's Crescent and the Monks Brothers' Bobtail shared the honor of being the fastest boats in the class, and Handicapper Theodore Granbery offered a cup for a scratch match race between them, to be emblematic of the Handicap Class Championship. Unfortunately, the race could not take place on the appointed day, as arrangements had already been made to have the Bobtail laid up, so the contest was not held, as it was hoped.

In concluding, one feels that mention should be made of the men who, after being mainly responsible for the organization of the class, have known so well how to steer it clear of the rocks and shoals of criticism and opposition into the smooth and open waters of success. George Granbery, as President; Harry Jackson, as Secretary, and Roy Berth, as Treasurer, have shown themselves able and enthusiastic officers in the discharge of their duties, and unstinted praise is due them for the great success they made of the season of 1909.

And last, but not least, a word about Handicapper Theodore Granbery, the man upon whose shoulders falls the most arduous task—that of calculating allowances for each race, working out corrected times for the regatta committees of every club, answering questions that members like to ask about theirs and everyone else's marks, and attending to the thousand-and-one details of running the fleet. To him is addressed every request for an explanation and every protest, and it stands high to his credit that he meets everyone with obliging courtesy and willingness to give any information in his power. His is the hand at the throttle, and it would be next to impossible to fill his place acceptably should he desert.



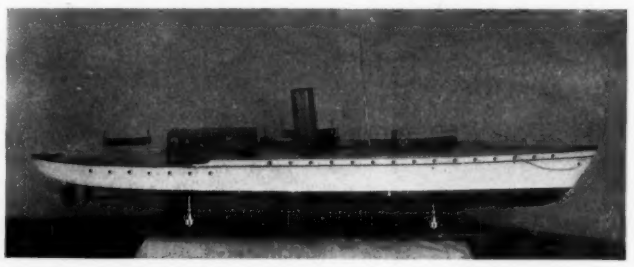
MODEL OF C. K. G. BILLINGS' VANADIS.

Yacht Models and Their Uses

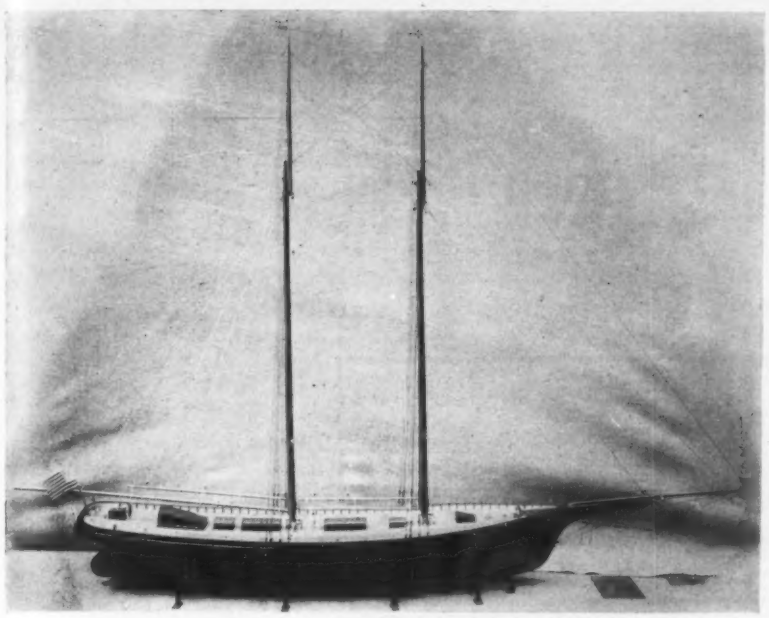
By E. T. KEYSER

Illustrations by courtesy of H. E. Boucher Manufacturing Company.

IN the days when the Stars and Stripes, floating above the towering clouds of canvas of the fastest ocean-going clippers, were seen in every port of the world, the successful designer was a natural-born sculptor or wood-carver. He would take a carefully prepared block of wood and slowly and lovingly fashion it into a mould of the shape which years of experience and tradition led him to believe would give the best results in speed and seaworthiness. Then, when it was exactly to his liking, and his finger tips, delicate as those of a trained musician, could feel no bulge or unfairness in the whole run of the under-water body, he would unfasten the layers or slices held together with screws or dowels which formed the block he was moulding, each slice of which was of equal thickness. These slices, when laid upon paper and their outlines carefully traced gave the shape of the boat at waterline and at given points above and below the same, from which the sections, diagonals and other necessary lines were de-



MODEL OF YACHT CORINTHIA, THOS. M. TURNER, OWNER.



MODEL OF THE 95-FOOT SCHOONER MADELINE.

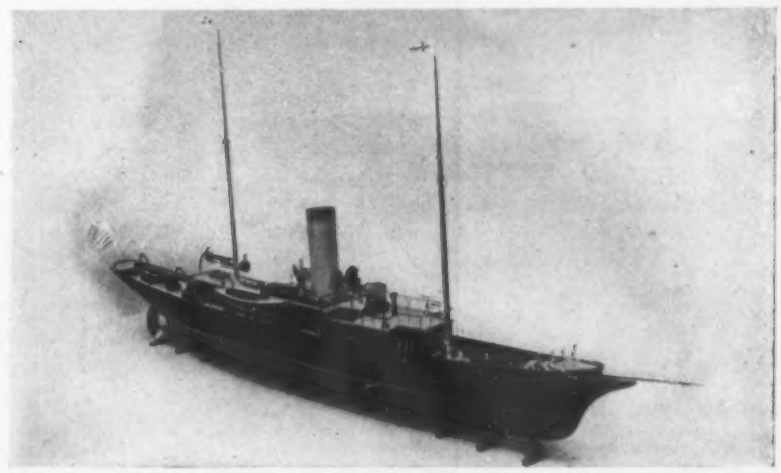
veloped. From these dimensions, made to scale, the lines were laid down and the boat was built. Later came the more scientific designer, whose mathematics supplied, in the abstract, the concrete details of the actual model, and, for a time, the model itself, except as a matter of sentiment or of record, seemed to have had its day.

The finest collections of yacht models, not only in this country but in the entire world, is said to be that contained in the model room of the New York Yacht Club. The collection was started back in those days when lines drawn on paper, as at present, were few and far between, and in its praiseworthy endeavor to obtain an authentic record each boat which sailed under its burgee was compelled to deposit its model as the only correct data which at that time existed of the great majority of them. This rule is in force to-day.

Originally the scale of models varied from ¼ inch to the foot to 1 inch to the foot. A few years ago, however, the scale was standardized and an entirely new set of models made. At present the New York Yacht Club's standard for boats of 100 feet or less of over-all length is ¼ of an inch to the foot, while for vessels of 200 feet and upwards the scale is ⅛ inch.

It is a curious fact that, during the last few years, yacht modeling, which was supposed to have fallen into disuse except as a matter for ornament or of sentiment only, has assumed an important position among the accessories of yacht designing. This is due to the fact that there is a realization among many designers that abstract figures and lines on paper may be brought down to points so fine that they do not convey their full significance to the mind of the beholder, and that slight differences in fairness, perceptible to touch and eye on a well-made model, would be scarcely noticeable upon the drawing board or in the scale of equations.

It is a matter of fact that one of the country's oldest and most prominent designers—a man with a natural-born gift for wood-carving—after laying down his lines, employs a model maker to produce a rough model hull therefrom. This hull is then sent to the designer, who, with the proper tools, fairs up his lines until they represent his idea and are as nearly perfect as it is possible to make them. In cases where cutting away is necessary to produce



MODEL OF JOSEPH FLETCHER'S 168-FOOT STEAM YACHT CARMINA.

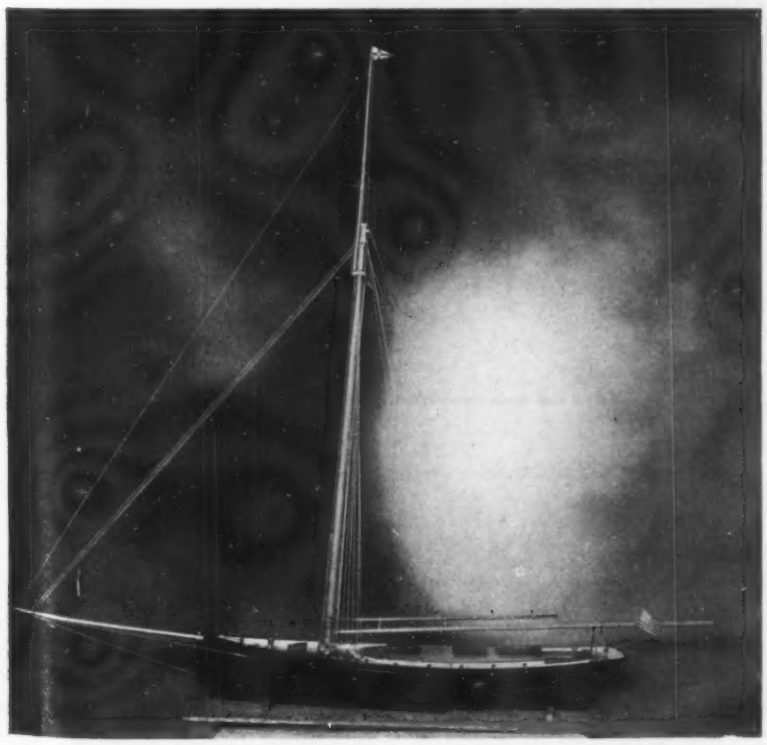
the desired results, the work is, to this designer, comparatively easy. Where, however, he notes in the model an undue hollowness which he desires to correct, a new model must be made.

This method of building models from lines and correcting the lines from the model is now becoming more general, and the prospects are that within a few years it will be the almost universal practice among the naval architects.

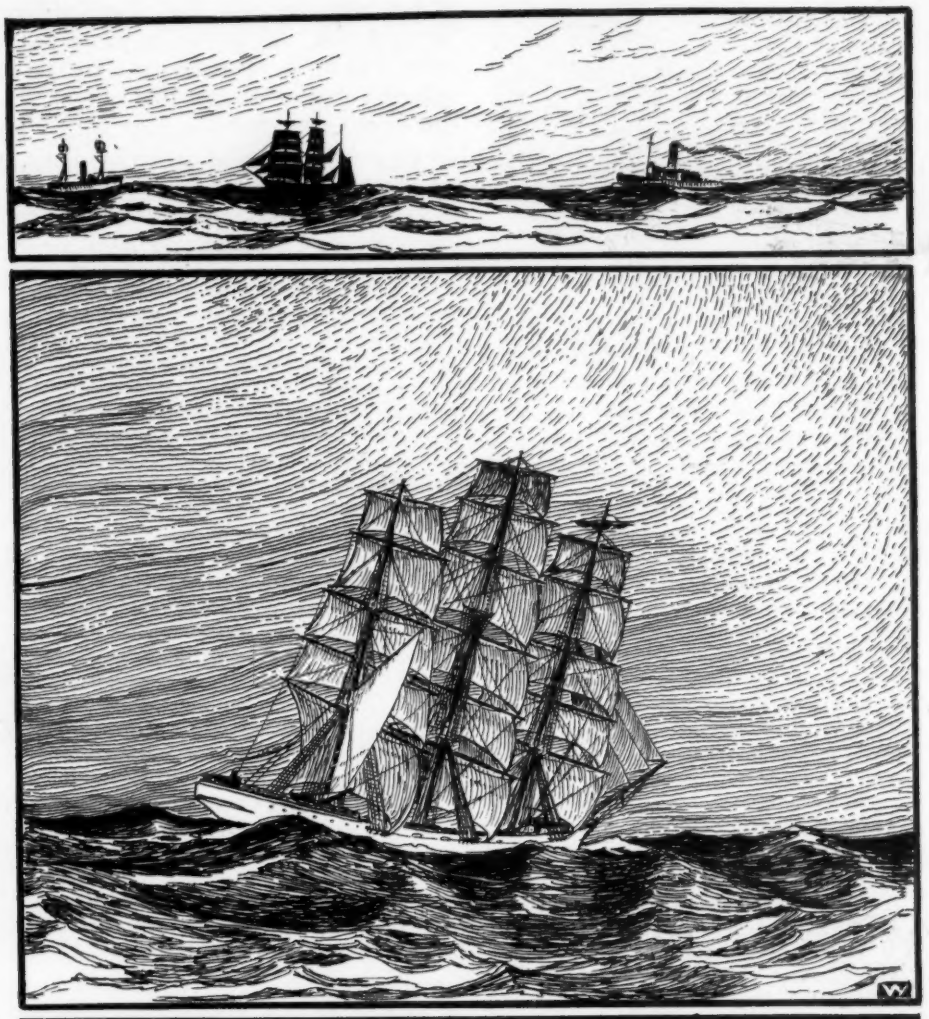
To many, the idea of a model is simply the half of a miniature boat hull nailed to a board; but the best examples of the up-to-date model maker's art—for art it is—are something more than this. They are miniature replicas of the actual craft in toto. Every line and curve of the hull is there; every miniature bit of the rigging down to tiny pipe turnbuckles, which actually turn and which really set up the rigging. Engines, both steam and gasolene, are made in miniature, tiny screws of the proper pitch are reproduced, and even the hand-rail stanchions are shown.

Not only this, but the latest development in model making is the sectional affair, one side of which represents the interior view of the boat. This side, carved to proper shape and then carefully hollowed out on the inside, is mounted on a block. Viewed from one side, the model is a miniature craft as she appears in the water. From the other side may be seen the interior of the boat, with each deck, bulkhead and cabin, and all the miniature furniture, engine, shaft, even to the electric-light fixtures with their tiny globes. No single detail is lacking, and each and every part of the equipment is complete.

(Continued on page 492.)



MODEL OF 61-FOOT SLOOP MISCHIEF, DESIGNED BY A. CAREY SMITH IN 1879.



"The race and rip of a clipper ship, in running her Easting down"

Running the Easting Down

Ye may talk o' yer ocean records, an' yer swift Cunarders, too,
With their smoking funnels and hissing steam, and the thresh o' their mighty screw,
But give me the rush o' a piling sea an' the sky in a cloud-flecked gown,
With the race and rip o' a clipper ship in runnin' her eastin' down.

Aye, runnin' her eastin' down, m' lads, in the grip o' the Westerlies,
With canvas strainin' at clew an' sheet, an' the whine o' the roarin' breeze,
Runnin' free, with the crashin' sea, an' the long-drawn thunder above,
And her forefoot singin' a song, m' lads, the song that the shellbacks love.

D'ye mind the days of the streamin' decks, and the life lines, fore'n'aft,
With the boardin' seas o'er the weather rail—and sweepin' the decks like a raft,
While we jumped for our lives to the skids or the rails, an' hung like a leech to the pins,
And the hurtling green came thund'ring down, an' we thought of our follies and sins?

Aye, runnin' our eastin' down, my lads, in the grip o' the Westerlies,
Picking yer way on a slippery deck and skinning yer eyes for the seas,
And the "Hang on all, she's goin' to fall!" as ye see a monster curl,
An' the skipper holds onto his kites aloft, for never a sail he'll furl.

Have ye seen the Cape Birds swoop in her wake, an' dash o'er the white-capped seas,
While the log spins fast on the course we'll take in the send o' the western breeze,
An' Sails is busy with needle an' palm patching a rent or a tear,
While we are bending a new fore-royal aloft in the frosty air?

Aye, runnin' her eastin' down, my lads, in the swing o' the Westerlies,
Bending a royal in every watch and dodging the boardin' seas,
While the backstays shriek an' the halliards hum with the whirr o' the steady gale,
An' the crash o' the seas outside yer bunk, an' the thunder in every sail!

Have ye seen the glee on the skipper's face as he takes a sight at noon?
"Hurrah, my lads, she's goin' the pace an' singin' a lively tune!"
While the man at the wheel is list'ning hard to hear the Old Man say,
"This is the craft to run it down—three hundred knots to-day."

Aye, runnin' her eastin' down, m' lads, to the sough o' the Westerlies,
Picking your way to the galley, with the water up to your knees,
Dodging the spray with the soupkid, lads, an' fetchin' the "Dandyfunk,"
An' be washed away in the scuppers alee, along with your soup an' junk.

FREDERICK WM. WALLACE.

[In deep-water voyages around Cape Horn or Cape of Good Hope in sailing ships, or in the Australian trade, it was customary to make most of the Easting and Westing in the high latitudes where the winds were strong and the degrees of longitude shorter than in lower latitudes. With a fair breeze in running the Easting down a skipper would always hold on to his canvas until the last minute. —EDITOR.]

Across the Western Ocean on a Windjammer

By NORMAN KERR

Photographs by the Author

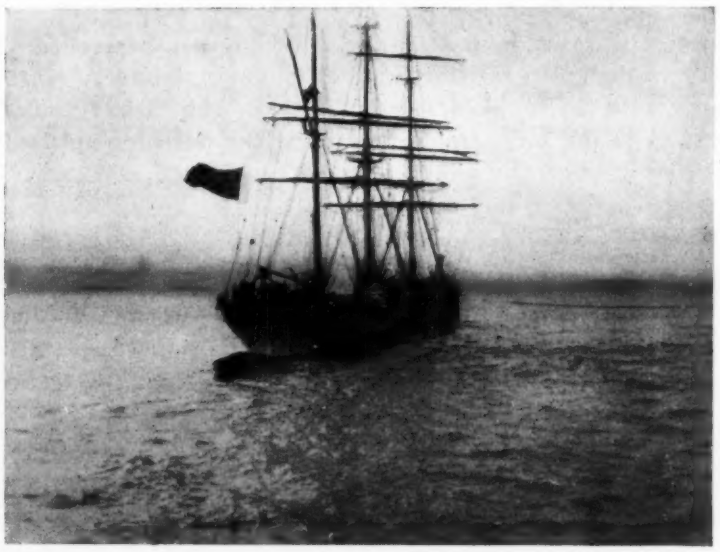
IT was two o'clock on a cold morning in the latter part of February, 1905, when I climbed over the rail of the bark Shakespeare, 750 tons register, as she lay at her dock in Brooklyn ready for sea, with a full cargo of petroleum, naphtha and benzine below decks. It was not the safest cargo in the world, but when one is determined on a deep-water voyage such little matters do not act as a deterrent. The vessel was scheduled to sail at 7 o'clock that same morning, and my late arrival was due to a send-off dinner given me by some New York friends, to which I did full justice, knowing from former experience that it would be some time before I would enjoy another like it.

By using one of the falls of the port boat I got my sea chest aboard single-handed — a display of seamanship which the Nova Scotia mate seemingly failed to appreciate, as about the time I got it safely landed on deck a head appeared at the companion scuttle wanting to know "What the —— was the matter?" After introducing myself as the new apprentice, I turned in, knowing that I would be called at 5 a. m. by the watchman.

My quarters were in the half-deck—the name given to the apprentices' quarters in deep-water vessels. I had profited by experience and signed on as ordinary seaman living aft, which gave me the privileges of an apprentice with ordinary seaman's wages, and as there were no apprentices by the ship, I had the whole half-deck to myself. This gave me my choice of bunks and abundant room for storing a private stock of provisions I had brought along, my clothes, etc. I turned out at five, feeling much refreshed by my two hours or so of sound sleep, and, after getting a mug of steaming coffee at the galley, turned to with the second mate and sailmaker, who were the only others of the ship's company besides the mate aboard, to clear the decks and get the running-gear in order. As things were in fairly good shape, it did not take us long to get her ready for the tow-boat. On her arrival a little later, we took several hands aboard from the crowd of loafers and 'longshoremen on the dock to help handle the hawser, and were soon clear of our dock and towing down to our anchorage off Tompkinsville, Staten Island, where we were to await our crew. After swinging us into a good berth some half-mile or so from shore, the anchor was let go and the tow-boat left us, taking the extra hands along with her. We were now to wait for our crew, and, as crossing the Western Ocean in a windbag at that time of year was not considered a soft snap, we were delayed at our anchorage some five or six days before a crew was finally mustered. I was appointed night watchman during this period, and spent many pleasant nights pacing up and down the deck listening to the singing of the wind through the rigging and keeping an eye on the anchor lights, which would persist in blowing out from time to time. I also had opportunities for getting my hand in again at furling sail, as the heavy winds would cause gaskets to come adrift, and I would have to jump aloft lively and make things snug. The galley is the watchman's headquarters, and between patrolling the deck and making one's self snug near the range the nights did not take long to pass.

The crew were finally mustered and brought aboard. That their arrival was not an occasion of undue ceremony was apparent by the way most of them came over the rail from the tow-boat. The majority of the men were more or less intoxicated; but, thanks to the vigorous assistance of the boarding-house runners who had them in charge, they were all landed on deck, bag and baggage, in an incredibly short time. Some, it is true, landed with more decision than dignity, owing possibly to the runners being advocates of Shakespeare's sentiment, "Stand not upon the order of your going, but go at once."

We were now ready for sea, and in a short time the windlass was manned and we were soon heaving her short. This is slow work with the old-fashioned jig windlass, and by the time we had the cable "up and down" the ebb had started and the tow-boat was alongside. The anchor was then weighed, and we were soon being towed towards the Hook, with a nice, fresh, fair wind from the nor'west behind us. We were soon busy getting the muslin on her, and after the lower tops'ls had been loosed and sheeted well home, all hands manned the upper tops'l halyards, there being no such modern conveniences as a donkey engine and steam winches, as is the case in larger windjammers. By the expenditure of considerable elbow grease, hauling and singing out on the part of the men and much picturesque swearing on the part of the mate, who was really an artist in this respect, the upper tops'ls were both set. We were now off Sandy Hook, and the wind holding true, with promise of increasing, the tow-boat left us, giving three toots of her whistle as a farewell salute as she headed back for New York and we out into the broad Atlantic.



"WE WERE SOON BEING TOWED TOWARDS THE HOOK, WITH A FRESH WIND FROM THE NORTHWEST BEHIND US."

We were kept busy until four o'clock getting the courses (fores'l and mains'l) on her and the t'gal'n's'ls and royals. All hands were now called aft and watches were picked, the mates tossing for first pick and then choosing a man, turn about, till all were taken, the mate's, or port

"WE TOOK SEVERAL HANDS ABOARD FROM THE CROWD OF LOAFERS AND 'LONGSHOREMEN ON THE DOCK TO HELP HANDLE THE HAWSER."

watch, of which I was one, lining up on the port side of the deck, and the second mate's, or starboard watch, on the starboard side. When this was finished the mate, from the poop, with the captain and second mate standing by to lend dignity to this old deep-water custom, addressed the men briefly, telling them that if they acted properly and did their work willingly they would find this a good ship; but if they were going to try to run things or shirk their work, they would find her a floating hell and regret the day they ever put foot aboard. This ceremony being concluded, eight bells was struck and the port watch sent below, to come on deck again at four bells. We were now "watch and watch," and would remain so until we reached port again. This meant being on duty every alternate four hours, day or night, with the exception of the two dog-watches—4 to 6 p. m. and 6 to 8 p. m.—of two hours each, which changed the run of the watches every twenty-four hours and prevented one watch having eight hours below every night and the other eight hours on deck.

We were fortunate in the weather for the next two days, as the nor'wester held true and chased us well off the land. By this time all hands had become fairly well shaken into place and more or less familiar with the ship. Our crew was not a particularly strong one, even as sailing-ship crews go nowadays, many of them having had no real deep-water experience, while several could not steer, even in fine weather. There were two non-helmsmen in the port watch, despite their would-be nautical appearance in yachting caps, etc., and it is a safe bet that, in the twenty-eight days and nights which elapsed before we reached Liverpool, they wished fervently many times that their education had not been neglected in this respect. Not being competent to take a wheel, they were reduced from the rank of Able-Bodied to Ordinary Seamen, which not only meant a considerable reduction in their small and hard-earned pay, but also that they would be required to specialize on all of the dirtiest and unpleasantest jobs to even up with the others, who had to take extra wheels on their account. This matter was given careful and systematic attention by the mate, who was a hard-case Nova Scotian and a real sailor, who knew the art of handling men—a most important requisite in a ship's officer. The fine weather of the first days did not last, however, and though the wind still held in the northwest, it increased in force until the ship was dashing along with only her topsails set, the fore and main royals and t'gal'n's'ls having been clewed up and made fast, followed by the mains'l and then the fores'l, both of the latter requiring all hands and necessitating the calling out of the watch below. It is hard for yachtsmen and other sailors without deep-water experience to realize the amount of hauling and hard work required on the buntlines, leach-lines and clewlines when taking in one of the courses in half a gale of wind, especially when the canvas is watersoaked, and the heavy lifting and hauling required from all hands before the big sail can be rolled up on the yard, stowed properly and made fast with the gaskets. Up aloft on a yard making sail fast in a gale of wind with a crowd of good men is rather a pleasant and exhilarating experience; but the same thing with a bunch of greenhorns and riff-raff, who are too busy holding on or haven't the strength to do much lifting, is a very different proposition.

Under the four tops'ls we were fairly snug, and smashed along through the darkness, reeling off eleven or twelve knots per hour all night, and shipping very little water beyond an occasional "spray." Windjammer "sprays" have considerable force and wetness, however, as some of our first voyagers discovered after a few trips to the lee scuppers, taken over a wet deck in a reclining position, and making the acquaintance of sundry iron ringbolts, stanchions, etc., en route. Expertness in avoiding "sprays" is something cabin boys find it expedient to learn quickly, as in their trips aft in bad weather from the galley to the cabin carrying the meals they are not only likely to have opportunities for better acquaintance with the lee scuppers thrust upon them, but are also apt to get scant sympathy from the hungry captain and mates. Some cabin boys become very clever in this regard, and the Shakespeare's was an expert, as he was about 45 years of age and seemed to be of an observing turn of mind.

The wind continued to increase, and at eight bells in the afternoon watch the fore upper tops'l yard was lowered away and the sail made fast. At the beginning of the second dog-watch (six o'clock) the main upper tops'l was also taken in, and we were left under only the fore and main lower tops'ls. Even under this small amount of canvas we continued to plunge along, averaging about nine knots per hour for the rest of the night. At daybreak there was a heavy sea running, and the wind, if possible, seemed stronger than during the night. Sometimes an extra-large following sea looked as if it would surely "poop" us, and the Old Man and the mate were evidently taking careful note of the vessel as she lifted her stern, seemingly just in the nick of time, to the mountainous walls of water as they towered above us. The view from the deck of a sailing vessel running before a gale of wind and a tremendous sea is one not to be easily forgotten, and when the brave little ship lifts her stern just as the towering mass of water seems about to engulf her, and is lifted on top of

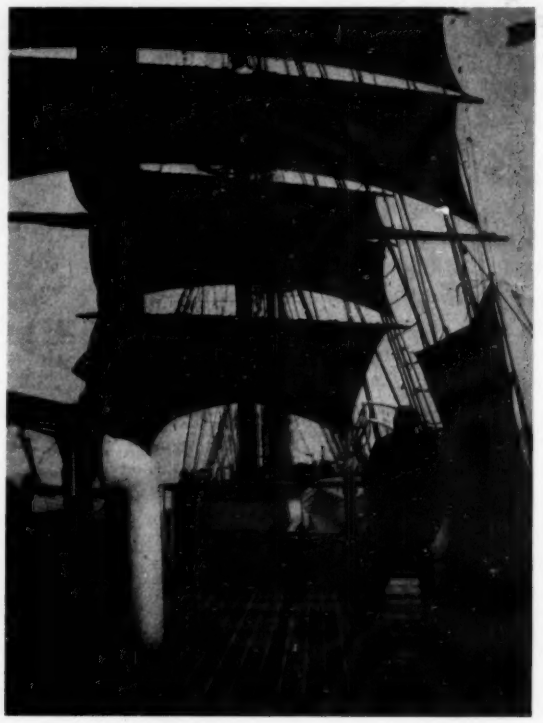
THE FAIR WEATHER WAS TAKEN ADVANTAGE OF TO DRY SAILS AND CLOTHES.

this mountain instead of being crushed beneath it, it is even exhilarating. One seems to be on a watery mountain range looking down into the valley on either side and on to other mountain ranges that stretch for miles and miles as far as the eye can see.

Towards noon the sea had become so heavy that the Old Man decided to heave-to. All hands were called on deck and the fore lower tops'l was clewed up and made fast after a hard struggle. The main tops'l was then goose-winged (clewed up and made fast on one yardarm only). We were now ready to heave-to as soon as a favorable opportunity presented itself, and ran along for awhile waiting for a "smooth." At last, after two especially heavy seas, there was a comparatively smooth stretch of water, and the order was given to put the helm hard down. One watch was already up on the tops'l yard ready to snug up the sail at the first flap, while the other watch manned the buntlines and waited for the second mate to slack off the heavy chain sheet. The little vessel rounded to in fine style without shipping any heavy water, and, as she did so, a weather cloth was made fast to the mizzen rigging. This consists of a small, heavy tarpaulin, which is stretched and lashed to the outside of the weather mizzen shrouds from the deck to a height of some 8 or 10 feet, and which serves the double purpose of keeping the vessel's head to the wind and sheltering those on watch.

We remained hove-to under bare poles for forty-eight hours, during which time we rode the heavy seas like a duck, shipping no water worth mentioning. The wind then moderated considerably, and the sea, though almost as heavy, was not breaking so badly; so sail was again made and we were soon running before it under tops'ls, glad to be at last reducing the distance between us and our destination. Soon after this we had a pleasant change of weather—blue sky, bright sunshine, and a fine, full-sail breeze, while the deep blue of the water, dotted everywhere with bunches of bright yellow Gulf weed, proclaimed that we were now in the Gulf Stream and seeing it at its best. After the heavy weather we had experienced, this complete change made it feel quite like a yachting cruise, and all hands enjoyed the change to light work, steady motion, and warm, pleasant sunshine, this latter being taken advantage of for the drying of clothes and bedding. Hatches were removed, to allow the fumes from the cargo to escape, and, owing to this and the inflammability of the cargo, all lights had to be handled with great care. I had been appointed lamp trimmer, and, as the side and binnacle lights aboard the Shakespeare were of the type in use "when Adam was a boy," I was kept on the jump at night, especially when it was blowing hard.

An exciting experience occurred one night just after the other watch had come on deck at midnight. All hands were busy tacking ship, and we had just finished bracing the fore yards, when we detected an odor of something burning. Pulling open the door of the fo'cas'le, the mate was met by a cloud of smoke. Without hesitation, he jumped inside and shut the door, while all hands thought their last hour had come. Several men got over the rail and hung on outside; but in a few moments the mate reappeared, having put out the fire, but cursing with great fluency and vehemence. It turned out that some of the men had hung their clothes close to the lamp to dry, and these had caught and set fire to the bunk curtains. But for the quick action of the mate something serious would probably have occurred on account of our dangerous cargo. After this event the men were relieved of the responsibility of matches and a miner's lamp substituted for the other in the fo'cas'le, of which I, in my capacity of lamp trimmer, had charge. I fear the men at times had greater opportunity for enjoying the soothing effects of the darkness than they considered altogether advantageous.



UNDER SHORTENED SAIL. A WIND CLOTH WAS RIGGED ON THE MIZZEN RIGGING TO SHELTER THE OFFICER ON WATCH.

Owing to our being considerably south of the usual track of vessels, the voyage was uneventful, as far as the sighting of sails was concerned, as we saw none after leaving the American coast until the day we made the coast of Ireland. It was very pleasant to see the green shores of Erin's Isle, and we feasted our eyes on the fields and hills and scattered houses with keen satisfaction. Another sight which was enjoyable and exhilarating was the passing close aboard of several of the fast Atlantic liners traveling at full speed, and our small sailing craft, jogging easily along, with one of these gigantic steam racers rushing past her, typifying the old and the new, would have made a good subject for a photograph.

Our voyage was now almost over, though the little that remained was made interesting by the number of vessels sighted of all sorts and sizes, and by the picking up, one after another, of the different points of both the Irish and Welsh coasts as we sailed up the Irish Sea. As there was a nice, fresh so'west breeze and smooth sea, we slipped along in good style with every stitch of canvas drawing. We reached the bar at the mouth of the Mersey just after dark, and had to stand off and on all night, which gave our crew a last and thorough drilling in tacking ship, all hands being required to stand by. In the morning, after much bartering and pleasantry with a couple of tow-boats, in which our Nova Scotia skipper and mate more than held their own, negotiations were at last completed, a hawser was passed up from one of the tow-boats and made fast, and we were soon towing up the channel. The pilot being now in charge, the skipper went below to snatch a little rest after the night on deck.

The tow up the river was very interesting, and as the various familiar landmarks came into sight many of us had a feeling of real satisfaction and pleasure at seeing them again after an absence of years and the hardships of many voyages. I was at the wheel, and was kept busy as we were towed up, there being a strong nor'west wind blowing, a swift current, and the channel being alive with shipping of every description.

We finally reached our berth, which was an isolated one, on account of our cargo, and all hands were busied mooring the vessel securely with heavy chains and wire hawsers. This completed and the decks cleared, our voyage was at an end, and in a short time the men had left her, in tow of various boarding-house runners. These "land sharks" are guaranteed to get, in one way or another, the bulk of the deep-water sailors' hard-earned payday. As it was four o'clock when we finished mooring, and it had been a case of "all hands" since the previous evening at eight o'clock, I decided to defer the enjoyment of shore life and turned in, after getting something to eat. It was with much satisfaction that I reflected that there would be no "calling the watch," but that I could sleep as long as I wished. And the old bark seemed to share my sentiments as she lay quietly at her dock.

The Log of the Hester

By JAY THOMPSON

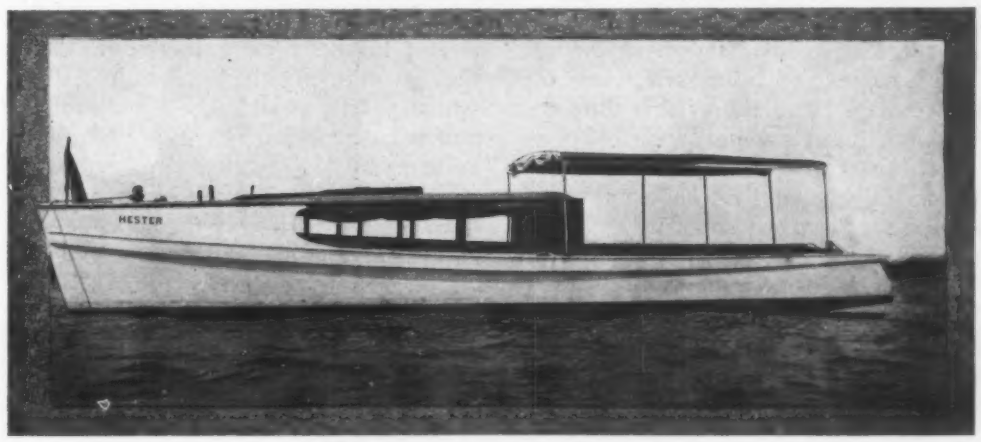
Photographs by the Author and Harry Belknap

AT ANCHOR.

MY whispered curses, directed at the head of the builder, ceased at last when the prow of the Hester plunged into the Hudson. Like all worthy boat-builders, he was neglectful of small details, and I finally decided to complete the boat myself, with the aid of a little perseverance and a set of tools. The engine was started successfully, and in a short time the boat was at her anchorage in the Harlem River, and under the inspection of the critical eyes of the balcony oarsmen and the "knockers' association."

If anyone takes a pride in his boat and desires to know her fine qualities, let him invite his friends to express an opinion, and they will promptly discover numerous faults in the general plan and suggest improvements that might have been eminently successful for a circus van or a trolley car, thereby earning the everlasting regard of the owner.

One facetious gentleman of this particular crowd of "knockers" went as far as to stipulate a price for which he could be hired to risk his life. He greatly over-estimated his commercial value, however. People of either sex who set advance prices on their association rob themselves of all charm.



HESTER.

Hester was the result of a year's experience on a heavy, sea-going launch in which I cruised about the waters of Long Island Sound and the lower bay. The essential points demanded were a hunting cabin, flush deck and a hatch forward of the engine, so that the boat could be handled by one man. Fine lines were also necessary to get a speed of 10 miles an hour with 12 horsepower, which accounted for her dimensions of 30 feet in length by 5 feet of beam. An awning was considered advisable over the cockpit. Ample storage capacity was provided by lockers along the sides of the boat and forward of the engine hatch. The gasolene tanks were in the cockpit, one on each side, just aft of the cabin and flush with the top of the coaming. The tiller was connected to the rudder post above deck, so that the boat could be steered from the cockpit, if desired. An ice box was in the stern of the boat, covered over with boards extending from the lockers on either side. This made a bunk 5 feet wide, which could furnish comfortable sleeping accommodations for two. Safety demanded an oak sampson post at the stem and one at the stern, instead of the usual brass cleat screwed to the deck, which only awaits the first jump of a sea to pull out, often taking the deck plank with it. The boat was painted white outside, with green waterline and green cabin top, while the decks, coamings, windows, interior of cabin, cockpit and transoms were varnished. So much for the craft herself. Now for the log of a two weeks' vacation cruise we took in her through Long Island Sound to the Eastern end of the island.

My two friends Dana and Randall were on hand early one Friday afternoon, making general preparations for the proposed cruise to Gardiner's Bay, Long Island, by getting the stores, oil and water on board. Everything was eventually stored away, Dana having given Hester's lockers a "Fluffy Ruffles" daintiness by lining them neatly with white manila paper. I had my hands full with the motor, which was acting like David Harum's horse. After working over her for some time, I finally got her started, though I do not yet know what part of the doctoring started her, any more than I know what caused the confusion in the first place. I had had the pitch on the propeller reduced, and perhaps it was that alteration, or the man that made it, which was to blame. The only other improvement to the boat was a coat of paint, that should not have affected the machinery. Possibly, however, the engine did not approve of the crew. Randall wore a bright red and green sweater, Dana had a villainous-looking hair-cut, and I astonished the outfit by appearing in a clean suit of ducks.

The dunnage we had to find room for in the Hester's lockers consisted of bedding, dress-suit cases (always a problem on a small boat), provisions and canned stuff, charts, and the usual pile of junk generally considered indispensable for a cruise of this length. This pile, when dumped in the bottom of the boat, assumed alarming proportions.

At three o'clock all was in readiness, and we started, turned through the Bronx Kills and up into the Sound, intending to anchor at Pelham Bay for the night, as we had been invited to attend a dance at the Pelham Country Club that evening, over the prospective festivities of which we were highly enthusiastic. After picking our way through a staked channel, we arrived at Pelham about 4.30 and found our friends in swimming. After dropping anchor and making everything shipshape, we joined them. They extended an invitation to dinner, which we declined, as we wished to sample some of the delicacies which Dana's Aunt Mary had provided; and from the manner in which the plates were subsequently polished off, it was evident that Aunt Mary was a talented woman.

Dinner over, we set the riding lights, and, donning our shore clothes, started for the club. The evening was perfect, barring a few bands of mosquitoes that singled us out for a change of diet. However, we had no fault to find with the rest of the inhabitants of Pelham, who are charming. Everyone else behaved himself, and, when we took leave, we were invited to call again.

CHEQUIT POINT, SHELTER ISLAND.

Returned to the Hester at 12 o'clock. All hands answered roll-call and turned in for the night.

Next morning a light mist hid the shore, and after discussing plans for the day, we finally decided to run down the Sound to Port Jefferson and anchor there for the night. Dana had a friend at the Larchmont Yacht Club, and insisted on stopping off to make a call. We gratified his desire, and landed at the club float at the witching hour of 7.30 a. m.—a fine time to visit a man who had doubtless stayed up most of the night discussing the waters of Long Island Sound! We made ourselves popular by waking the echoes stamping around the deserted veranda, and occasionally sending up a card to Dana's friend. Finally, as the only results of our attempts at sociability were an unobstructed view of a fine collection of empty bottles and the privilege of conversing with the attendants of the club, we became convinced that the Larchmont Club was unappreciative of our early presence and withdrew in dignified silence to the boat.

It began to rain shortly after we renewed our journey, and when we reached the middle of the Sound we were obliged to close the forward hatch and fasten down the side curtains. The ponchos were distributed, and for the next hour we ploughed through a heavy rain storm.

The water was becoming rougher every minute, and we were shipping more spray than rain as we plunged along. It was the sort of weather to uncover the fair-weather sailor. However, there was no uneasiness displayed except by myself when our tender swamped off Smithtown Bay. The sea by this time was running so high that we did not dare lose headway and were compelled to empty the canoe on the run. This occurred again shortly afterwards, and we finally hauled the canoe on board, bottom side up. Port Jefferson was reached at 12.30, and, with a feeling of relief, we ran in between the breakwaters and up the long inlet to the inner harbor, which was as peaceful as a mill pond, with the quiet only interrupted by the occasional tinkling of a cow bell or the splash of a fish nearby. It certainly was a pleasing contrast to the roar and pitch of the sea outside.

Came to anchor in a secluded part of the harbor adjacent to the Belle Terre Yacht Club.

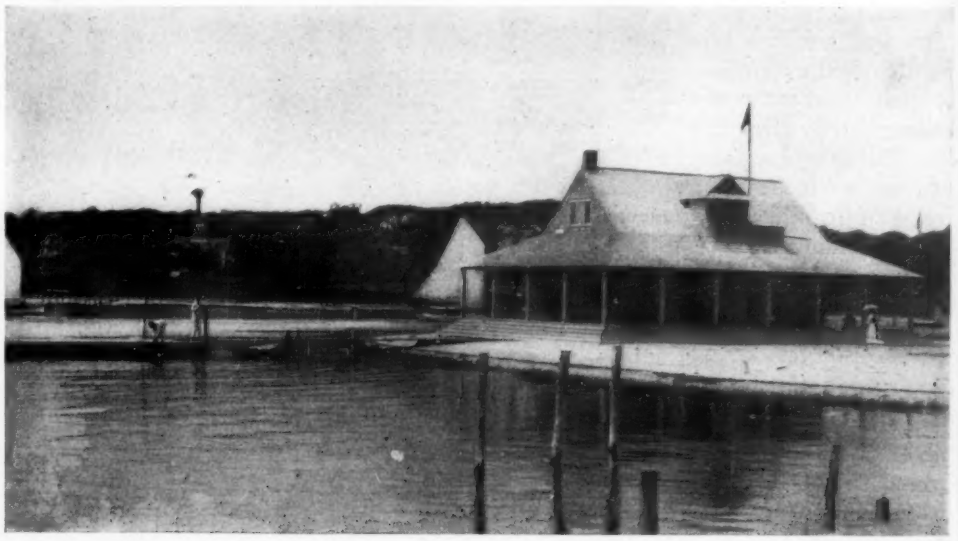
Port Jefferson used to be devoted to ship-building and fishing before the wheels of progress were clogged about half a century ago, when the whaling industry shipped to other waters. A sentimental soul might dwell on the quaint streets, studded with rows of low, ivy-covered dwellings, and the picturesque tavern, so handy to them all. He could admire the moss-covered windmill, and spend hours deciphering the names on the crumbling stones in the churchyard. However, these thoughts did not appeal to our finer feelings, as we were there to buy some bacon, fish and potatoes, to supply the gnawing wants of the inner man. Randall insisted on buying a camera, one of the things he had on his list but neglected to bring along.

That evening, in arranging the route for the following day, we agreed that, Block Island being our turning point, Shelter Island was the best half-way stop, if we held the Long Island shore. We would return along the Connecticut and New York shores, engine permitting.

It was a clear night, with every star glimmering, and the indications were for a peaceful night's rest. The boys had not slept well the night before in Pelham Bay. It takes about two nights to get boat-broken, so that you can sleep undisturbed, on account of the difference between the din of a city and the silence of a rural cove. At first every ripple and splash seems to jar the boat, while the spent swell from some passing steamer makes you jump with a start to see if the boat is sinking—only to lie down again and stare with sleepless eyes at the passing lights on the Sound. Or, perhaps, as you gaze shoreward, you will imagine the boat is dragging her anchor. I had been taking week-end trips on a friend's boat, and was proof against all the midnight horrors that might annoy the landlubber, and, after assuring my companions that I would sleep for the three of us (although my humor was greeted with unappreciative silence), I rolled myself into a blanket, and, before I knew it, it was six o'clock and a fine, sunny morning, with a fresh sailing breeze coming out of the west.

While breakfast was being cooked I tuned up the engine and rubbed her down. No time was wasted in getting away. The chart was unrolled, and we were scooting out of the inlet at 7.30. As we headed east along the Long Island shore, the tide was against us, but a stiff breeze was blowing the sea from the west, which helped our pace considerably. The rain and wind of the previous day had cleared the atmosphere, and the sun shone out of a blue sky.

The three of us gathered in the stern of the boat under the awning, admiring the long line of picturesque shore, which at this point is in its natural state of preservation—wild and uncultivated. The sandy bluffs rise sheer out of the water from 75 to 100 feet, and a growth of shrubbery crowns the top, with an occasional tower of survey. Here and there little inlets have washed their way through the sand and rocks. One would almost imagine he could see an occasional Indian lurking in the



HOUSE AND FLOAT OF SHELTER ISLAND YACHT CLUB.

DIVINITY HILL, SHELTER ISLAND HEIGHTS.

MOONLIGHT ON SHELTER ISLAND SOUND.

DEERING HARBOR, SHELTER ISLAND.

shrubbery. It is an unbroken coast until you reach the lower end of the island, then it changes into rolls of sand hills, and finally tapers down to the lighthouse at Orient Point. I would gladly dwell on the beauties of this summer scene did I not fear to excite the wrath and envy of some critic. We rounded the point and ran three miles up the bay, when we stopped for a swim, which we enjoyed particularly on account of the water's being so clear at this point that the bottom could be seen at 15 feet and had the real salt smack. We loafed two hours in this place, and lunched on some of Aunt Mary's biscuits, potato salad and deviled ham (God bless Aunt Mary!)

We started again, with Dana at the tiller, as he was never as happy as when he was hauling it back and forth. He apparently set his course by some imaginary chart of his own, always being so far out of the channel that I often wondered that we weren't wrecked on this rock of obstinacy.

After an hour's run up the bay, we sighted Greenport on the starboard hand, with its neighboring settlements of boarding houses and tent-dwellers. On the opposite side is Shelter Island, the shore of which is lined with well-kept summer cottages and bungalows. Further on is the Manhassett House, and then Deering Harbor, on the other side of which is the Shelter Island Yacht Club and the Prospect House. The harbor is about half a mile wide and as long as it is broad, and all sorts of craft, from a gunboat to a duck boat, were anchored within it. The Hester came to a stop near the center of the fleet about 5.30, and dropped anchor, which was usually the signal for a swim.

Later in the evening we paddled ashore in the canoe, feeling like the real thing in the pride of our wardrobe. Met some friends in the Prospect House, who introduced us, and it was 12 o'clock before we started back to the landing. It was one of those fine, bright nights, and, after launching our canoe, we had no trouble in finding our way among the anchored fleet, as every ray of the moon was reflecting itself on the peaceful waters and climbing up the polished sides of the yachts. Quiet forms gathered on the decks enjoying the beautiful night. Will go no further than to say that it is just as well that this log has not been faithfully kept.

The fourth day of the cruise was not started till 8 a. m. Shelter Island seems to be demoralizing our discipline, as yesterday we started at 5.30. Probably to-morrow we will start the day at 9 a. m. On our way to the bathing pavilion we met some friends on the beach, and were invited to enjoy the variety of a sail that afternoon in the sloop Edsamay.

It was not long after dinner before the captain of the Edsamay was seen rowing out from shore with two ladies. After shipping them, he got us aboard, dropped the mooring, and started off. About she came on the starboard tack and keeled over until I began to wonder if she would ever recover. But the unconcerned expression on the skipper's face was reassuring. We went out of the harbor on our ear, with every stitch of canvas bellied out as tight as a drum and all hands piled high on the port deck. This was a new experience for us, as there is more of a feeling of uncertainty than is the case on a motor boat. One minute we were up and the next down, with the deck sizzling with wash and the breeze singing by our ears at a great rate. Round we came on the port tack and down toward Great Peconic Bay a-kiting.

After an hour's sail in this direction, we came about and retraced our course past Shelter Island and out into Gardner's Bay, where the breeze was fairly stiff. This day was no exception to the rule, and we went flying down before it a-humming. When we came about and began to tack back, the boat turned over so far that one would imagine that the safest place was on the keel. The wash was coming over the bow at every jump, the lee rail completely submerged, and the water was sizzling from end to end, leaving a seething wake behind. At this point, when the captain was just about driving her through balls of wind, Dana requested to have a trial at the wheel, but was deterred from pressing the matter by our frantic requests for life preservers. However, we reached port in safety, notwithstanding Dana's efforts to swamp the boat.

It was late when we retired that night, and the sun was high in the sky when we woke the next morning; but, as Randall said, "There's no work to-day or to-morrow, so what's the odds?" We spent most of the morning cleaning up the Hester for a proposed excursion with our friends around Shelter Island. Early in the afternoon we took aboard our guests at the club float and

(Continued on page 490.)

LONG BEACH POINT LIGHT ON GARDINER'S BAY.

Photograph by M. L. Stebbins.

UNDER FORCED DRAFT. UNITED STATES DESTROYER FLUSSER

FLUSSER MAKING 32.8 KNOTS AN HOUR.

One-Design Classes on Great South Bay

By IRVING McELROY

COMMODORE FRANCIS H. HOLMES, OF THE BELLPORT BAY YACHT CLUB.

THE Great South Bay of Long Island affords a most delightful body of water for those interested in sailing craft. With a length of 40 miles from Smith's Point to Freeport, and varying in width from ½ mile at Smith's Point to 6 miles in places, and generally shallow, it gives plenty of scope for amateur and professional work, with the element of risk largely eliminated. For while an upset is possible, it is also possible to stand upright in the water and right the boat, except in the channels; and if an upset occurs in a channel the boat soon drifts into the shallow water, and all danger is reduced to a minimum.

This has been one feature in developing the popularity of the Bay until its shores are lined with summer homes and the little towns shelter vast numbers of guests, both those who can and those who think they can sail a boat, and both classes get the greatest amount of amusement in carrying their thoughts into action.

This has also caused the development of a style of boat adapted to the conditions, a boat that is long, roomy, with good beam, large sail area and light draft. Most of the towns have yacht clubs, in which the yachts were built to suit local conditions by various builders from different designs, developing so many styles with such complicated ratings that, at present, no human ingenuity has been able to devise a plan of sufficient accuracy by which to handicap them so that they may compete with anything like an even chance of winning. One plan may suit the owners of a few boats in a club, and another a few more; but there are always some old boats, or some freak boats, that are built for speed only, whose owners desire to race, and which always lose or win, to the discouragement of everybody but the owner, and so put an insurmountable obstacle in the sport of racing.

To obviate this condition and make racing a sport, many of the clubs have adopted a class of boats, all of one design, all built on one model by one man, so that the skill of the sailor counts for more than the craft of the designer and the art of the builder.

In the western part of the bay seven clubs—viz., the Bellport Bay Yacht Club, of Bellport; the South Bay Yacht Club, of Patchogue; the South Side Yacht Club, of Sayville; the Islip Yacht Club, of Islip; the Pentaquit Corinthian Yacht Club, of Bay Shore; the Babylon Yacht Club, of Babylon, and the Unqua Corinthian Yacht Club, of Amityville—have formed an association, called the Great South Bay Yacht Racing Association, for the proper regulation of the sport on a uniform system of rules and requirements, and all the races of these clubs are held under the association rules, except in minor details necessitated by local conditions.

Of these clubs the South Bay has two one-design classes, one of three boats of 20.96 rating measurement, and another of eight boats, rating 17.47, designed by C. D. Mower and built at Greenport, L. I.; the newly-formed Islip Yacht Club has one class of fifteen boats, rating 22.68, designed by William Gardner, and built this year by Bob Jacobs, of City Island; the Babylon Club has one class of six boats, of 17.79 rating measurement, designed by Mower and built in the spring of 1907, and the Bellport Club has one class of eight boats, rating 17.86, designed by John A. Connolly, Jr., of Brooklyn, the designer of Alva, Class "P" Champion of the Bay, and built in his shop at Bellport in 1908 by J. W. Overton. Practically all the interest in racing this past summer centred about the performances of the one-design boats.

The Babylon boats measure 24 feet over all, 16.12 on the waterline, and have a sail area of 378.09 square feet. The Bellport boats measure 26 feet 4 inches over all and 16 feet on the waterline, with a beam of 8 feet, and carry 389 under the rule against the 378.09 of the Babylon class. The Islip Yacht Club craft are 21 feet on the water, 31 feet over all, 8 feet beam, 2 feet 6 inches draft, and carry 490 square feet of sail, and carry a small summer cabin.

Five times this past season the boats of these different clubs have come together, in the four association races and in the test race at Bellport on September 6, when the three best boats in each club sailed a race under time allowance to test the virtue of the models on which each class was built, and under the most favorable conditions.

THE ONE-DESIGN CLASS OF THE ISLIP YACHT CLUB.

CLOSE WINDWARD WORK BY THE BELLPORT YACHT CLUB ONE-DESIGN CLASS.

.In these races the qualities of the various classes were thoroughly tested, and the results in most of the events were very close, being several times a matter of seconds only. The following tables show the results in corrected time:

July 5.

Club and Boat.	Rating.	Time.
Patchogue, Elise	17:47	1:07:33
Babylon, Thetis	17:79	1:07:34
Bellport, Lady Claire	17:86	1:09:17
Islip, Nyssa	22:68	1:13:27
Islip, Salome	18:22	1:18:22

July 31.

Babylon, Thetis	1:21:43
Bellport, Miladi	1:26:53
Patchogue, Peanut	1:31:56
Islip, Nyssa	1:33:20
Islip, Papoose	1:35:50

August 21.

Bellport, Lady Claire	1:38:14
Islip, Nyssa	1:38:15
Babylon, Portia	1:39:57
Patchogue, Elise	1:42:08
Islip, Salome	1:43:00

September 4.

Patchogue, Jack	1:02:16
Babylon, Portia	1:03:54
Islip, Nyssa	1:04:16
Islip, Mosquito	1:05:22
Bellport, Lady Bug	1:06:07

September 6—Test Race.

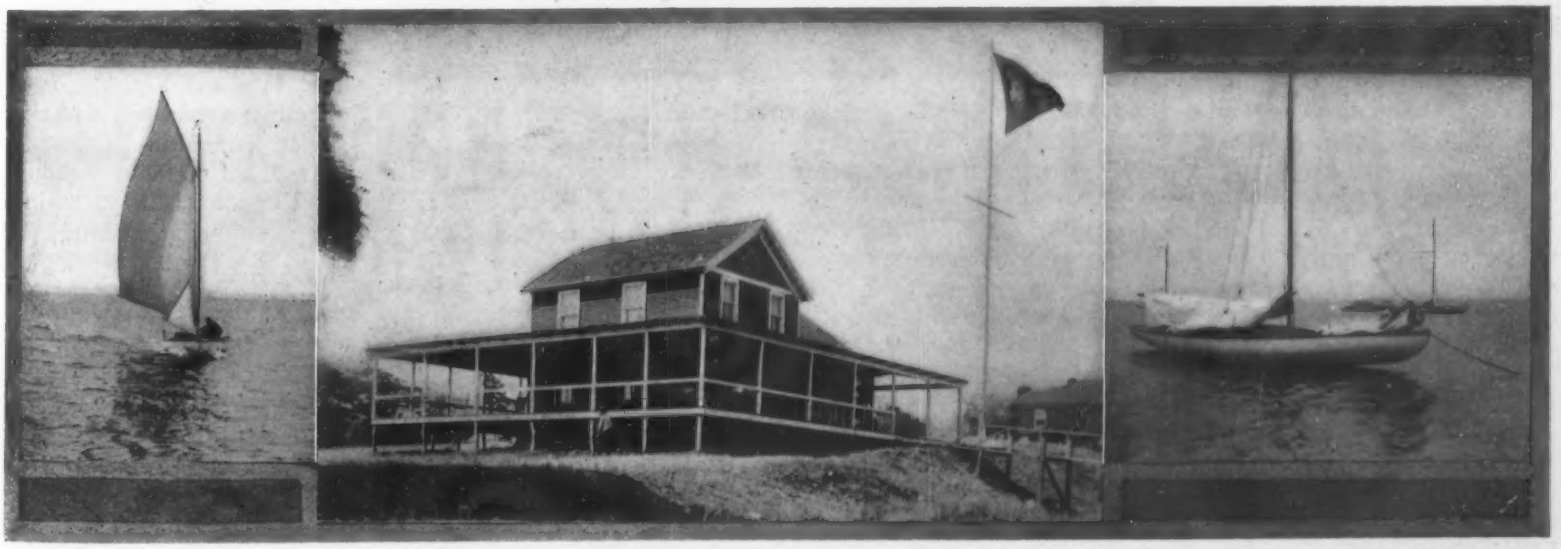
Islip, Nyssa	2:17:20
Bellport, Lady Claire	2:19:56
Islip, Salome	2:22:31
Babylon, Portia	2:22:32
Patchogue, Jack	2:30:31

HORACE HAVERMEYER'S ELECTRA, ONE-DESIGN CLASS, ISLIP YACHT CLUB.

In these races one Islip boat takes 1 first, 1 second and 2 fourths, the other takes 2 fourths and 3 fifths; the Babylon boats take 1 first, 2 seconds and 1 third; the Patchogue boats take 2 firsts, 1 third, 1 fourth and 1 fifth, and the Bellport boats take 1 first, 2 seconds and 1 third, making a very good showing for the Bellport boats, which are not primarily racing machines.

These Bellport boats have been tried out in all conditions of wind and water, and have proved to be fast, easily handled and safe. It has been impossible to capsize them. Often a heavy puff of wind has thrown them on their beam ends until the water poured into the cockpit, half filling them, and the boats have flattened down until the whole keel and centerboard showed out of water; but they would simply drift off to leeward until the wind spilled out of the sail and the gust passed or the boat came up into the wind, when they would right themselves and go on again. The light draft, broad beam, roomy cockpit, stability and ease of handling makes them an ideal boat for knockabout use, as well as for racing, for running to the beach, for "sloshing around," and fast enough to afford zest and interest to the man who thinks he can win in a race.

Among those who gave cups for the season's racing of these one-design boats were Commodore Francis H. Holmes, Bellport Bay Yacht Club; D. J. Meserole, M. W. Goodwin, J. W. Overton and J. A. Connolly, the designer of the Bellport boats.



CLUB HOUSE, BELLPORT BAY YACHT CLUB, AND ONE-DESIGN BOATS BROUGHT OUT THIS YEAR.

From Oyster Bay to Newport

AN ACCOUNT OF THE JOINT CRUISE OF THE SEAWANHAKA-CORINTHIAN AND PHILADELPHIA-CORINTHIAN YACHT CLUBS

By SEABURY LAWRENCE

GOOD fortune must go hand in hand with good management in order that any yacht cruise may be successful. How easily, after weeks of preliminary work, may the most carefully perfected plans be forced askew by the exasperating factor of bad weather! Especially if the cruise be in the nature of an experiment must the patron saint of regatta committees smile on the project. The cruise undertaken jointly by the Seawanhaka-Corinthian and Philadelphia-Corinthian Yacht Clubs in early August was, in some particulars, an experiment, as nothing just like it had been undertaken before. Having as its basis the combined fleets of the Oyster Bay and Philadelphia organizations, various yacht clubs, including the Larchmont, Atlantic, American, Indian Harbor and Manhasset Bay, were invited to participate and send their racers after the prizes offered.

Under the circumstances, the regatta committee, in arranging details, was sailing on strange waters; but from its inception the combination plan seemed destined to succeed. First suggested when it became known that the New York Yacht Club would rendezvous at Newport, the yachtsmen concerned took up the idea with much interest and plans developed rapidly. One object of the invitation cruise was to arrange the runs so that the fleet might arrive at Newport in time to join the N. Y. Y. C. squadron, and all realized that a chance was offered for three days of prime sport before the Down-East cruise began. There existed a general disposition among the racing yachtsmen to enter the best boats in commission. Unfortunately, the 65-footers Aurora, Istalena and Winsome were not available. They were fitting out for the cup contests to be held at Newport, and the same was true of the schooners Queen and Elmina.

ECLIPSE.

As announced in General Order No. 3, issued by Commodore Frank Jay Gould, of the Seawanhaka Corinthian Yacht Club, the run for the first day was to be from Oyster Bay to Morris Cove; for the second day from Morris Cove to New London, and the concluding run from New London to Newport. A rendezvous was appointed for Saturday, July 31, at Oyster Bay, and the first day's run was to begin the Monday following.

Commodore Arthur Curtiss James, of the New York Yacht Club, brought his flagship, the auxiliary brigantine Aloha, into the gay harbor in order to tender his good wishes to those in charge of the cruise. Other vessels there were the flagship Helenita; Commodore Benedict's steamer Oneida, which was to be the committee boat; the auxiliaries Ariadne, Arawan, Savarona, Betty; the schooners Irolita, Muriel, Dervish, Eclipse, Miladi; the sloops Altair, Dorello, Eleanora, Dorwina, Rondinello, Princess, Capsicum, Pellegrina; the yawls Cleona and Polaris, and half a dozen New York Yacht Club 30-footers. Altogether, it was an aggregation calculated to inspire flag-officers and regatta committees with enthusiasm. This committee, which had made every effort to get a good fleet together, had, as chairman, Victor I. Cumnock, the other members being Charles W. Wetmore and Howard C. Smith, of the Seawanhaka-Corinthian Club. Decorative bunting was stowed away while an effulgent sunset still colored the sky on Sunday night, and next morning the cruise was on. A light southeasterly breeze was blowing when the signal for the harbor start was made at 9 o'clock from Helenita. The regatta committee, on the bridge of the big Oneida, began figuring the allowances for the first run from Oyster Bay to Morris Cove. It would be well to explain that Mr. Howard Smith, of the regatta committee, worked under difficulties. On the day before the cruise started he met with an accident, breaking a tendon in his left leg. Coming to the committee yacht in a small boat, he made his way up the accommodation ladder on crutches, and had no easy time getting about the decks after the start was made.

For the first day's run the start was between the regatta committee yacht and the bell buoy off Lloyd's Neck, with the finish off the western breakwater at New Haven. Stratford Shoal was to be left on either hand. This gave the vessels a straight-away course of about 38 miles; but just at the start the wind backed to the eastward, and they began what was to be a three days' session of windward work.

The bell buoy off the pebbly strand of Lloyd's Neck clanked dismally, as bell buoys are in the habit of doing; but, despite this, the breeze freshened and the starts were spirited. Helenita

anchored near the bell buoy, and between the flagship and Oneida flew the starters, Classes Q and P and the New York 30's first; L, M and N, sloops and yawls, next, then the schooners and the auxiliaries. The Sound was serenely blue and the skies clear, with a warm sun. It was only shortly after the start that the mix-up between the Ariadne and Savarona occurred. About noon those aboard Oneida noticed the vessels close together, and it was evident that something unusual had happened. The collision occurred during a keen luffing match in Smithtown Bay off Crane's Neck Point. Savarona failed to give way in time, and Ariadne's heavy bowsprit caught her mainsail and ripped it badly. The mainsail must have been of excellent material, for Ariadne's bowsprit was snapped off close to the stem.

THE FLEET PREPARING TO LEAVE NEW LONDON.

Although in many cases such an accident during a race would have called forth an acrid exchange of compliments, in this case the best of good sportsmanship was shown, and each vessel was anxious to assist the other. When the committee yacht came alongside Ariadne, Commodore Benedict megaphoned to the schooner.

"Do you want anything?" he hailed.

"Nothing but a little westerly breeze," was the answer from the yacht. But with wind ahead and head sails gone, the auxiliary resorted to her engines and went along under steam.

On this run, as well as on those that followed, the yachts sailed in practically two divisions, one holding to the southern shore of the Sound and the other to the northern side. On the first day, that "slippery sloop" Altair, in a duel for the lead with the schooner Muriel, kept to the sandy Long Island beaches, followed by the auxiliaries, while the others bore to the northward, led by Dorwina, seeking a fair breeze on the Connecticut shore. The breeze came steadily from the eastward.

Oneida went to anchor off the western breakwater at New Haven at about 2 o'clock, and soon the racers were coming along, although the breeze was growing lighter. Of those that sailed the southern route the first to finish was the swift Altair, leading even the schooners, and finishing shortly before 3 o'clock. The sloop had made an excellent windward showing, the first of three fine performances. Those that followed the north shore were longer making the journey, and the winner turned up in Dorwina. Alera, Edjako II and Princess also won in the smaller classes.

On coming on deck in the morning two notable additions to the fleet were found—Vigilant, historic defender of the cup, and the swift sloop Aspirant, which won the Astor Cup in 1904. Tuesday's run from Morris Cove to New London was begun early, and the starters found more easterly airs to contend with, light at first, but growing in strength. Their run was from the eastern breakwater at New Haven to Sarah's Ledge bell buoy, off New London. Vigilant, towering over the smaller craft, seemed a mountain of canvas as she stood across the line with great sails drawing well. It was gratifying to many spectators to see a 90-footer sailing again. The start among the schooners was very close, with Muriel having something the better of it. The auxiliary class was depleted, as Ariadne was still minus a bowsprit and Savarona was sailing with a storm trysail in place of her lost mainsail.

Light airs were the rule that day, and again the racers split into two divisions, taking what might be called a gambling chance in getting home first. Vigilant had the advantage of great sail spread and led the way to Sarah's Ledge, followed by Altair and Muriel. It was shortly after 3 o'clock when the old cup defender finished, having set a lively pace in the light breeze. Altair had sailed a fine race, defeating Aspirant, which added a feather to her owner's cap. Vigilant lost to Muriel on time allowance. In the M and N classes Aspirant won, with Dorwina second. Alera scored a second victory in the 30-foot class, and Princess defeated Capsicum.

Off the New York Yacht Club station at New London anchored the allied fleets for that night, and at once the next day's run to Brenton Reef was the topic of conversation. With a keen fleet of racers to make the run around Point Judith, the concluding day's sport promised well. The regatta committee decided that an early start was in order, and the harbor was left at 8 o'clock, with the racing starts an hour later. The course was 37 miles, with the first leg to Race Rock and the second to Point Judith whistling buoy. The skies were lowering at the start, and the breeze still came from the eastward. It was a freshening wind of about 8 knots at first, increasing later to 15. There was a rush of white-sailed yachts to Race Rock with wind abeam. Altair was footing fast, and was first around, with Aspirant close aboard. After passing the Rock they found the wind head on, and for the third time the fleet went into two divisions. The larger number, led by Altair and including Vigilant, Muriel, Dorello, Dorwina and the schooners Dervish, Seneca and Arawan, held a course along the beach, while there were four—the yawls Cleona

IROLITA.

ALTAIR.

THE TALL VIGILANT.

START OF THE SLOOPS.

and Polaris, the sloop Eleanora and the schooner Irolita—which chose the off-shore course toward Montauk. From this off-shore quartet resulted one of the best races of the season. Under a leaden sky, but with a good sailing breeze, Polaris, Eleanora, Cleona and Irolita had it out. It was a better day for a yawl than a schooner, as it turned out; but both, it will be remembered, were class victors. There ensued a smashing contest between Polaris and Eleanora, which afterward fared so badly in her attempt to reach Portland from Martha's Vineyard. They held seaward on a long board, and for a considerable period the yawl led. All were then sailing rails under in a stiffening breeze. Going on the starboard tack Polaris somehow struck a soft spot and Eleanora went into the lead. Quickly Polaris went off shore again, and held along until under the lee of Block Island, when she was again leading Eleanora. She tacked and stood in toward Point Judith, joining the fleet, which had raced up along shore.

At the whistler off Point Judith Vigilant was the leading yacht, but had not succeeded in shaking off Altair and the speedy Aspirant. In far-flung alignment they came winging to the finish line between the yellow lightship, No. 39, and Oneida. The tall Vigilant was first to cross, with Altair second, beating the old defender on time allowance. Third came the sea-going Polaris, and then Irolita, winning the race for schooners. Eleanora also won in that last day's running, as did Eclipse, Seneca and Edjako II. Four New York Yacht Club thirties made the run that day—Phryne, Alera, Dahinda and Atair—finishing in the order named. Atair joined the fleet at New Haven.

With all the competing yachts finishing well the 100 miles and more of racing, the committee boat found nothing more to do but heave up and follow them into the harbor of Newport. Going alongside the lightship, Commodore Benedict asked the man on watch if "the mackerel had struck in to bite?" The lightship man shouted a gusty "No," and Oneida rolled about in the grayness and stood into the harbor.

Whether the "combination-invitation" cruise, so productive of good sport, will be affixed permanently in the yachting calendar depends a great deal on the future action of the New York Yacht Club in regard to its cruise. If the club decides to hold its annual rendezvous "Down East," the invitation cruise will probably become an annual fixture.

Pilot Water Navigation

By COMMANDER C. S. STANWORTH, U. S. Navy

PART V.

MIDDLE LATITUDE AND MERCATOR SAILINGS

[Note.—This is the fifth of a series of articles on Pilot Water Navigation, or that branch of Navigation that does not require nautical astronomy, or the use of sextant and chronometer.—Editor.]

The Sailings.

HITHERTO we have found our Course and Distance between two given places by laying down the course line on the chart, measuring directly the Course and Distance, and our Dead Reckoning has been worked out graphically in the same way. These may all be determined mathematically, without recourse to the chart, by considering the difference of latitude and longitude between the two places.

A sea-mile, or knot, is the average length of one minute of latitude, and at the equator this is the same as a minute of longitude, and is 6,080.27 feet. But as we near the poles the meridians of longitude converge, and a minute of longitude becomes smaller than a knot or minute of latitude. Hence the difference of longitude between two places not on the equator is greater than the number of sea-miles these places are apart. This distance that one place is east or west of another, measured in sea-miles, is called the Departure, and may be found from the difference of longitude between the two places by the equation:

Departure equals difference of longitude x cosine of Lat. In Fig. 1 T T' are in same Lat., P is adjacent Pole, M M' arc of Equator, and = Diff. of Long. of T and T'. R, radius of Earth, $= C\ M$. r, radius of Lat. $T\ T' = O\ T$. $L = T\ C\ M$ = Lat of T. $T\ T'$ = Departure T from T'. Now $\frac{O\ T}{C\ M} = \frac{M\ M'}{\quad}$, which is the same as $\frac{\text{Dep.}}{\text{Diff. Long.}} = \frac{r}{R}$. But $r = R.\cos L$; hence $\frac{\text{Dep.}}{\text{Diff. Long.}} = \cos. L.$

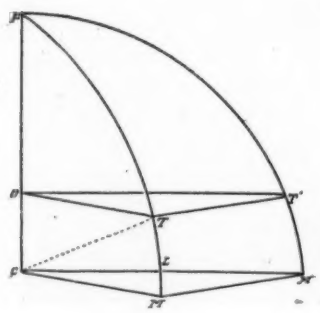


FIG. 1.

Having found our departure from the difference of longitude, we have the departure (which is the distance that one place is east or west of the other), and the difference of latitude (which is the distance one place is north or south of the other)) forming two sides of a right-angle triangle, from which we can find our course and distance.

Middle Latitude Sailing.

With two places differing widely in latitude, if we take the lower latitude to determine our departure we will obtain too great a result, or if we take the higher latitude the resulting departure is too small. So we take the average, or Middle Latitude. This is found by taking the sum of the latitudes of the two points and dividing by 2.

Bowditch (Tables 1 and 2) gives the solution of the triangle for each course to the quarter points, and for each degree; and having any two elements of the triangle we can, by inspection, pick out the other parts from these tables.

Mercator Sailings.

In the construction of a Mercator Chart, we have seen that the meridians of longitude are projected as parallel lines perpendicular to the parallels, though we know that in reality they converge as we near the Poles. In order to preserve the relative proportions of our chart, so that our rhumb line may appear as a straight line, the distance between successive parallels must be increased as we near the Poles. The lengths of small parts of the meridians thus increased are called meridional parts, and are computed for each minute of latitude from zero to 80 degrees, and form Table 3, Bowditch;

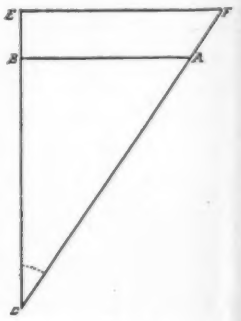


FIG. 2.

and by the use of this table we can construct a Mercator Chart, or solve any problem in sailing.

In the triangle, *ABC*, Fig. 2, the angle *C* is the course, *AC* the distance, *AB* the departure, and *BC* the difference of latitude.

Now if from Table 3, Bowditch, we write down the meridional part for latitude *C* and latitude *B*, the difference will represent the increased length of *BC* to preserve the proportion between the latitude and longitude for this locality, and if *CE* represents this increased length, *EF* will represent the difference of longitude.

Middle Latitude Sailings are generally used by navigators in preference to Mercator Sailings, as this method is simpler.

Below are given the course and distance from Cape Charles Lightship to Nantucket South Shoal Lightship, as determined by inspection and computation, using Middle Latitude and Mercator Sailings.

Find the Course and Distance from Cape Charles Lightship to Nantucket (Davis) South Shoal Lightship.

MIDDLE LATITUDE SAILING.

	Latitude.		*Longitude.*
Davis South Shoal	40-37-06 N		69-36-33 W.
Cape Charles	37-05-18 N.		75-43-30 W.
		Mid. Lat.	
	3°-31′-48″	39°-00	6°-07′
	or		or
	211.8′		367′ = Dep. 285.2

(From Table 2 of Bowditch for 39°.)

Turn to Bowditch, Table 2. By inspection, from Diff. Lat. 211.8 and Departure 285.2, we find the Course N. 53 E., and Distance 357 miles.

By Computation.

Departure	285.2	log. 2.45530	
Diff. Lat	211.8	log. 2.32593	log. 2.32593
Course	N. 53-24-36 E.	1. tan. .12937	1. sec. .22469
Distance	353.3		log. 2.55062

MERCATOR SAILING.

	Latitude.	*Merid. Part.*	*Longitude.*
Davis S. Shoal	40-37-06	2656	69-36-33
C. Charles L. S.	37-05-18	2385	75-43-30
	211.8	281	

Bowditch, Table 2, by inspection, from Diff. Lat. 211.8 and Diff. Merid. Parts 281, we have Course N. 53 E., Distance 351 miles.

By Computation.

	281	log. 2.44871	
	211.8	log. 2.32593	log. 2.32593
Course	N. 52-39-36 E.	1. tang. .12278	1. sec. 22047
Distance	.352 miles		log. 2.54640

The discrepancies in the results by the various methods show that the methods are only approximations. For long distances the Mercator method gives more accurate results.

DEAD RECKONING.

In making a protracted voyage in which we have to depend upon our dead reckoning between landmarks, a note-book, conveniently ruled to record our hourly progress, must be provided. Such a record is called a log book, and besides containing the records of courses and distances, should include hourly entries of the direction and force of the wind, height of barometer and thermometers, observations of the relative amount and form of clouds, and state of the sea. The following are the necessary headings:

LOG BOOK.

Hour.	Reading Pat. Log.	Speed.	Compass Course.	Leeway in Pts.	Wind Direction.	Force.	Barometer Height.	Attd. Therm	Thermometer Dry Bulb.	Wet Bulb.	Clouds.	Sea.

It is convenient, especially when the courses are various, such as in beating to windward, to use Tables 1 and 2, Bowditch, to work up our dead reckoning, instead of drawing them on the chart. This requires that our courses must be corrected for compass deviation, variation and leeway, so that we can determine our true course. Our deviation table gives us the deviation on each course, the chart gives us the variation, but with sailing vessels we must have a column in our log book, in which the leeway is entered as often as necessary.

Leeway is the amount a vessel is carried to leeward of the course steered when sailing on a wind, and is generally estimated in fractions of a point by estimating the angle our vessel's wake makes with the direction of her head.

Below are two examples of working up D. R. One is the case of a sailing vessel, courses steered in points (Table 1), the other a steamer, courses steered in degrees (Table 2).

Before losing sight of the land our position must be fixed upon the chart, and the latitude and longitude entered in the log book, as our departure, and from this lat. and long. our next position is determined.

A sailing vessel leaves a position in Lat. 36°-55′-36″ N., Long. 76°-00′-30″ W., with wind S. E. x E., and makes run as below.

Required her position at end of run:

Compass Course.	Var.	Dev.	Leeway.	Error.	True Course.	Dist.	From Table I. Bowditch N.	S.	E.	W.
N.N.E. ½ E.	½ W.	½ E.		½ W.	N.N.E. ½ E.	1.4	1.3		0.6	
N.E. ½ E.	½ W.	½ E.	½ W.	½ W.	N.E. ½ E.	27.6	18.5		20.5	
S. x W.	½ W.	0	½ E.	½ W.	S. ½ W.	31.5		31.2		4.6
E.N.E.	½ W.	½ E.	½ W.	½ W.	N.E. x E. ½ E	14.2	7.3		12.2	
S. ½ E.	½ W.	0	½ E.	0	S. ½ E.	11.0		11.0	0.5	
N.E. ½ N.	½ W.	½ E.	½ W.	½ W.	N.E. x N.	87.0	72.3		48.3	
							99.4	42.2	82.1	4.6
Subtract lesser from greater							42.2		4.6	
Made Good							57.2		77.5 = 97.0 M. of Long.	

From table No. 1 of Bowditch for the course steered, we find the latitude and departure for the distance run and put them down in the last four columns according as we are going North, South, East or West. When we have made these entries for all the courses steered, add each column, subtracting the larger from the smaller for latitude and the same for departure. The difference gives us the latitude and the departure we have made good. This departure may be turned into minutes of longitude by finding the middle latitude between the north and south points of the ship at the beginning and end of our computation and turning to table No. 2 of Bowditch. Find this middle latitude in table No. 2 as if it were a course, and apply the departure of 77.5 in the *latitude* column, and against it in the distance column will be found the difference in minutes of longitude. Now apply this difference of latitude and longitude to the known position of the ship at the point of departure, and the result will give us our position by dead reckoning, as below.

	Latitude.		*Longitude.*
Point of Departure	36°-55′.6 N.		76°-00′-5 W.
Run	57.2 N.	(M. L., 37)	1-37 W. (97′)
Position by D. R.	37°-52′.8 N.		74-23-5 W.

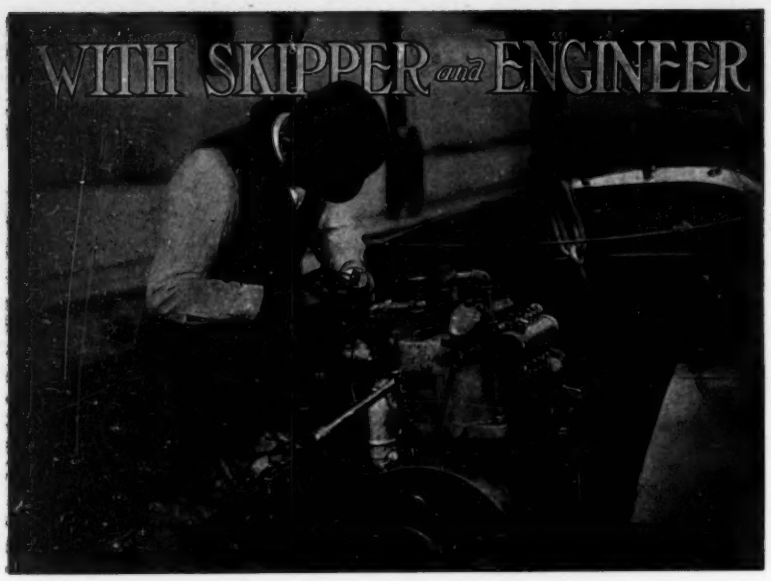
A steamer in position Lat. 49°-15′ N., Long. 7°-32′ W., patent log reading 27-3, makes the following run, required her new position:

Time, Noon.	Compass Course.	Error.	True Course.	Reading Pa E. Log.	Dist.	S.	W.	D.
				27.3				
12.30	S. 82° W.	20° W.	S. 62° W.	33.9	6.6	3.1	5.8	
4.12	S. 80° W.	20° W.	S. 60° W.	80.5	46.6	23.3	40.3	
						26.4	46.1	70.3

	Latitude.		*Longitude.*
Position left	49°-15.0 N.		7-32.0 W.
Run to 4.12 p. m.	26.4 S.	(Mid. Lat., 49°)	1-10.3 W.
New Position	48°-48.6 N.		8-42.3 W.

This is worked up in the same way by using table No. 2 of Bowditch, which gives the latitude and departure for compass course in degrees instead of in points, as in the foregoing illustration.

(To be continued.)



Corrosion Due to the Action of Salt Water

WE are often asked by our readers, especially those who are purchasing gasolene motors usually furnished with fresh-water fittings, why it is necessary to have the fittings changed for salt-water use, and particularly if a bronze shaft is a necessity. As most of our readers know, steel corrodes very fast in salt water, and especially so if it is placed in close proximity to bronze, owing to electrolysis produced between the two metals by the action of the salt water. Thus, a steel shaft with a bronze propeller attached will corrode very quickly, one short season often being enough to have the steel eaten away. This corrosion will vary with the condition of the water in which the boat is moored—due to the foulness of the water, its degree of saltness, etc. It will also vary with the chemical composition of the steel itself. The temperature of the water also has an appreciable effect, as warm water hastens corrosion. A bronze propeller will also have the same effect on a galvanized or iron rudder, though it may not come in actual contact with it and the corrosion is somewhat slower. Bronze shafts should always be used with bronze propellers.

Brass will also corrode, and in salt water does not last as long as it should, as it is composed of an alloy of copper and zinc. The zinc is eaten away, leaving the copper in a spongy condition. This has no strength and may be broken or cut very easily. Bronze, on the other hand, is an alloy of copper and tin, and, if high-grade, will last indefinitely. We have seen brass lag screws or bolts used to fasten stuffing boxes to the stern post that have broken off at the beginning of the second season, due to corrosion by the salt water. This would not happen if bronze were used.

All of the metal parts of engine or boat that come in contact with the salt water should be of bronze, and high-grade bronze at that. It is false economy to try to make steel or brass fittings do for salt-water use. The same may be said of fastenings for the boat. Copper fastenings are by far the best and worth the difference in price, though galvanized iron plank fastenings are very satisfactory if thoroughly painted over.

Some Hints on Preparing the Engine for Laying Up

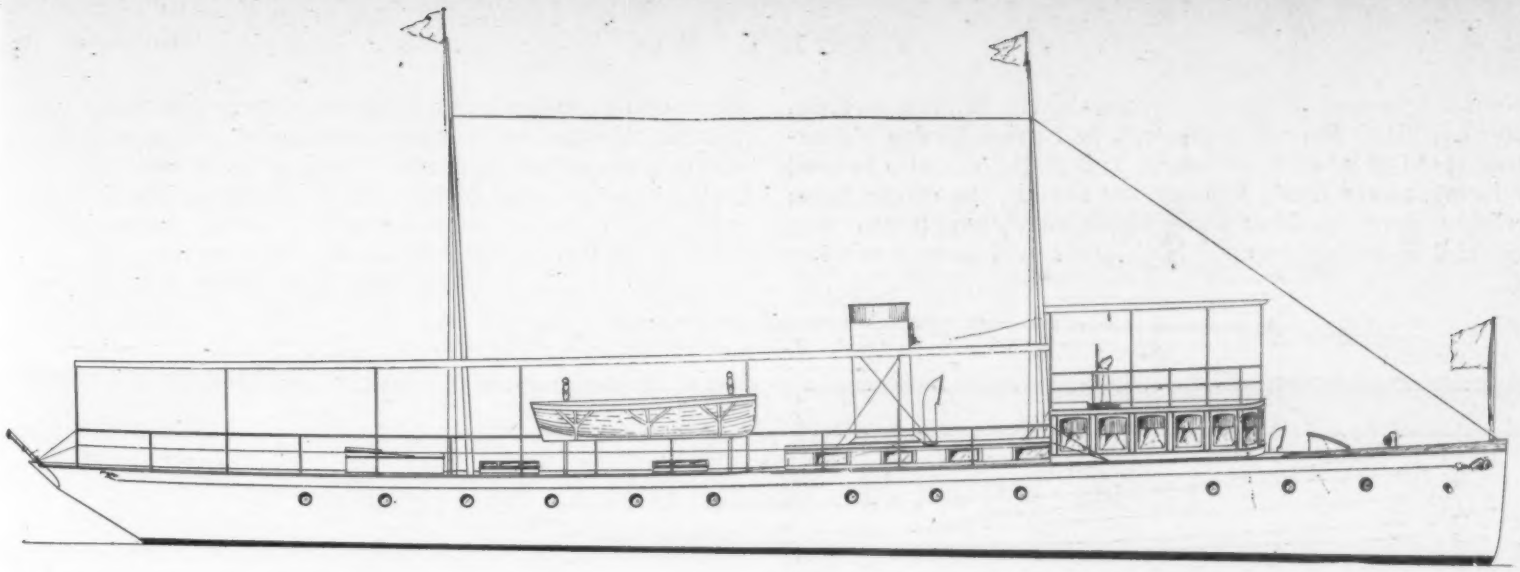
In laying the launch or power boat up for the winter, particular care should be taken with the motor, so that it will not deteriorate while not in use. In hauling the boat out, it is always advisable to disconnect the propeller shaft from the crankshaft of the motor, so that the former will not be bent by any strain on the hull owing to an uneven distribution of weight or the poor location of the supporting timbers. If this is done, any slight twisting or warping of the keel or hull will not affect the propeller shaft. It is very important to protect this shaft; for, once out of line, great difficulty will be encountered in straightening it again. All the working parts should be wiped off and well smeared with grease, to keep the moisture out. The water-jackets should be drained out, of course. It is also well to take off the cylinder head and remove the deposit of carbon or hardened soot that has formed on the inside and on the piston head. This may be easily done by softening with kerosene and scraping off. A carbon remover which will chemically dissolve the carbon deposit is preferable, particularly in the hands of an inexperienced man, to the method of scraping. Such carbon removers, however, should be used in accordance with the directions furnished by the manufacturers of same.

After the interior of the cylinder and the piston head have been cleaned, pour a sufficient quantity of the same oil you have been using for lubricating over the cylinder head and turn the fly-wheel back and forth, so as to work the oil well down in the piston rings, to prevent any chance of corrosion or sticking when you turn the engine in the spring. It is also well to let the oil left in the cups run into the crank case. It is also advisable to give the cylinders a coat of paint before laying up, especially if the paint has become broken or cracked in any way. Great care should be taken to see that the engine is properly covered up with heavy canvas or a water-tight case to prevent moisture from getting at it. If the boat is small enough to be housed, it is better for both it and the engine, and allows of the motor being worked on during the winter or spring to much better advantage.

If there is a water-cooled muffler, be sure to see that the water is properly drained off, and if there is a joint or bend in the pipe where water collects and stands, it is well to uncouple the pipe at that point and let it run out. The carburetor and gasolene feed pipes should also be drained off.

Missed Explosions in a Two-Cycle Motor

Motor-boat skippers are sometimes troubled by a seemingly unaccountable missing of explosions in two-cycle motors when there is apparently nothing wrong with the batteries or ignition system. This occasionally takes the form of "four-cycling"—that is, getting an explosion at every other revolution instead of at each one, for which the two-cycle engine is designed. Provided the engine is sparking properly and coils are adjusted, this is caused by a pollution of the fresh charge by the burnt gases of the previous explosion, usually due to back pressure, to which a two-cycle engine is rather sensitive. If the exhaust pipe is choked or restricted in any way, the exhaust cannot clear itself quickly and makes a back pressure. The same is true if the base compression is weak because of leakage through the shaft bushings or if the ports are not of large enough size for the speed at which the engine is turning up. After each explosion a certain amount of these burnt products are left in the explosion chamber, and when the fresh charge is admitted through the inlet valve into this chamber it mixes with these burnt products, often in such proportion that no explosion is obtained on the next downward stroke of the piston. But as no explosion has occurred, it follows that the mixture is much cleaner at the end of the stroke than it was at the beginning. Thus, when the next charge is admitted the mixture obtained is cleaner and is easily fired. Back pressure, however produced, tends to keep more of these burnt products in the cylinder than is compatible with the obtaining of the proper mixture. This is more apt to happen in a two-cycle motor when it is being run at a high speed.



Two 98-Foot Power Cruisers

THE fleet of large gasolene cruisers on the Atlantic coast will be increased next spring by the addition of two 98-foot yachts which will embody many new features not heretofore seen on power craft and usually considered possible only in steam yachts. Our frontispiece shows how these boats will look when completed, and a study of their plans here reproduced will show what complete and comfortable little ships they will be. With a craft of this size the range of the whole Atlantic coast is possible for cruising and the outside trip to Florida an easy undertaking. They were also designed with the limitations of canal locks in view, thus opening the Great Lakes, St. Lawrence River and Lake Champlain to the owner.

These yachts are for Messrs. Albert E. Smith, Esq., and J. Stuart Blackton, Esq., of New York, who have placed the orders for their construction with the Electric Launch Company, through Henry R. Sutphen, vice-president. They will be built from the company's designs, and are to be ready for delivery in the early spring of 1910.

The principal dimensions of the boats are as follows:

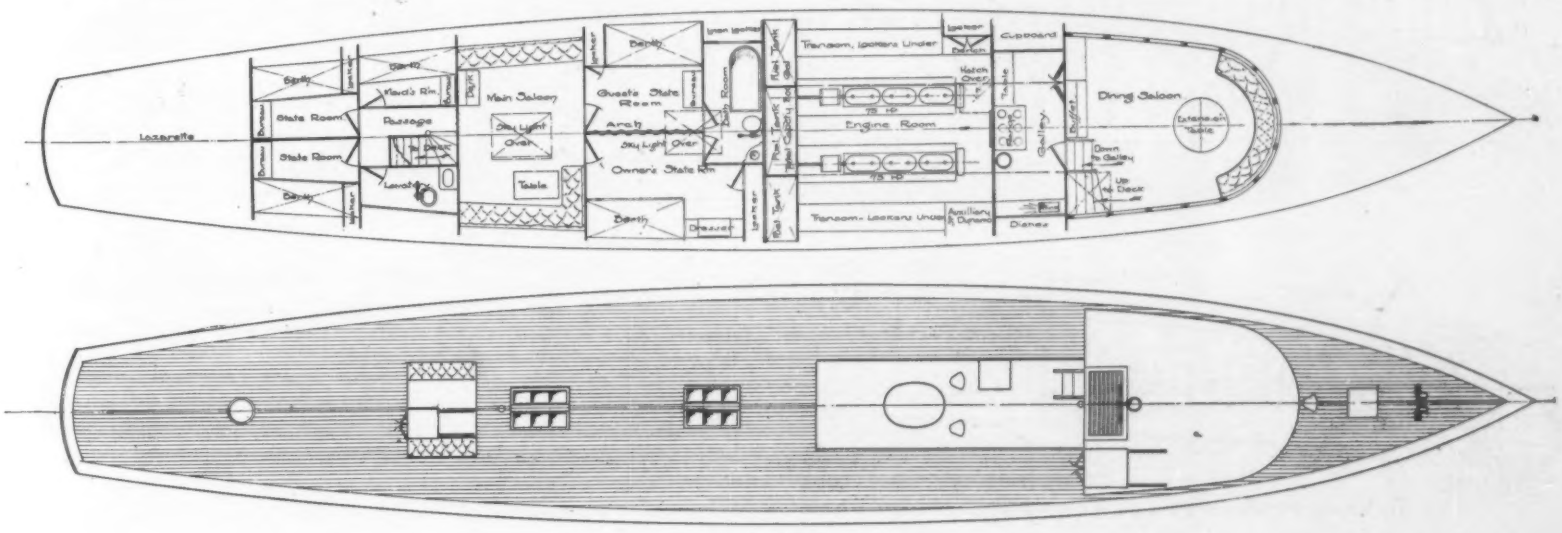
Length over all, 98 feet; length L. W. L., 90 feet; beam, 16 feet; draught, 4 feet 6 inches.

The yachts will be of the flush deck type, which makes for seaworthiness, and will have two pole masts with lug sails. There is a low pilot house forward, handsomely finished in selected mahogany, which will be used as a dining saloon. The galley is just aft of this, down a short flight of stairs, with the crew's quarters forward and staterooms for the engineer and captain. Watertight bulkheads of steel separate the engine room, which is amidships, from the quarters fore and aft of it. Spacious quarters are provided aft for the owner, including his stateroom, occupying the full width of the boat, with two brass bedsteads, chiffoniers and lockers. There is a bath room adjoining with a large tub and the highest grade yacht plumbing. The sides of this bath room will be tiled to the wainscoting with tiled flooring, while the owner's quarters will be finished in white and dark mahogany. The main saloon will be handsomely finished in dark mahogany with ceiling panels of white enamel, and will have the usual furniture of bookcases, alcoves and table. The furniture throughout the yacht will be of Colonial style. Three other staterooms are provided for guests, with a separate guests' lavatory.

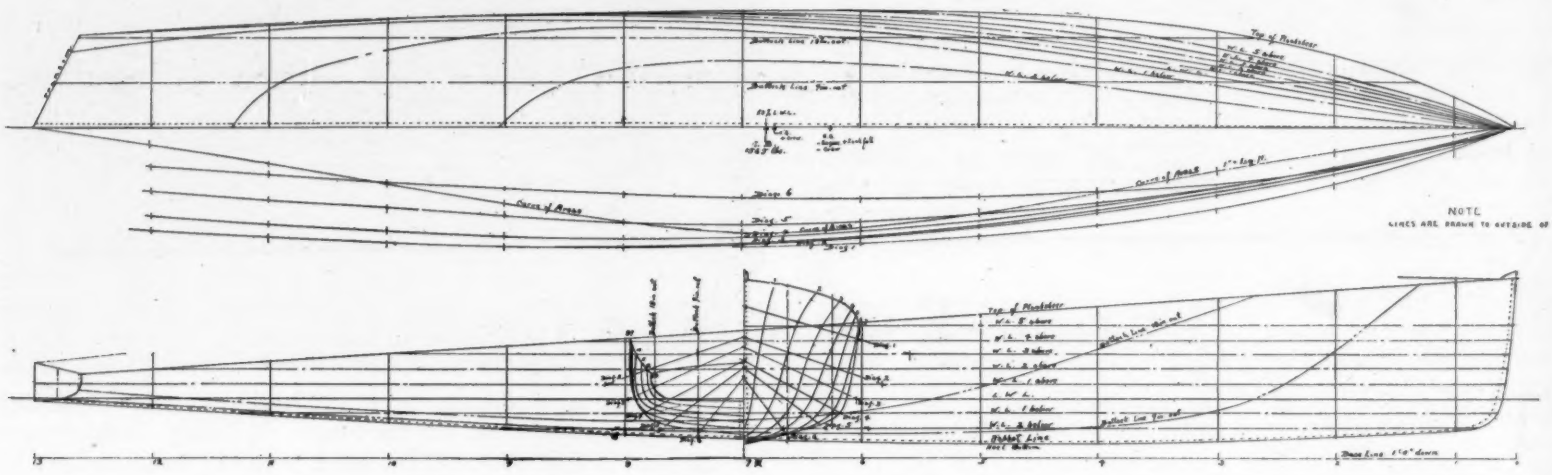
As to construction, the best of materials are to be used throughout the yachts. Canvas awnings will cover the entire main deck and pilot house, and a substantial deck railing runs around the boat. The steering will be done from a bridge deck on top of the pilot house.

The power equipment will consist of two 75-horsepower, six-cylinder Standard gasolene marine engines of the latest design and type; the fuel capacity is 800 gallons, and will be carried in copper tanks amidships, the tank compartments being made watertight above waterline, with drainpipes overboard. These gasolene tanks will be filled from the outside of the vessel, the installation insuring the greatest safety in the handling and storing of the fuel. A speed of 12 knots will be obtained from the boats.

The usual equipment of small boats will be carried, including

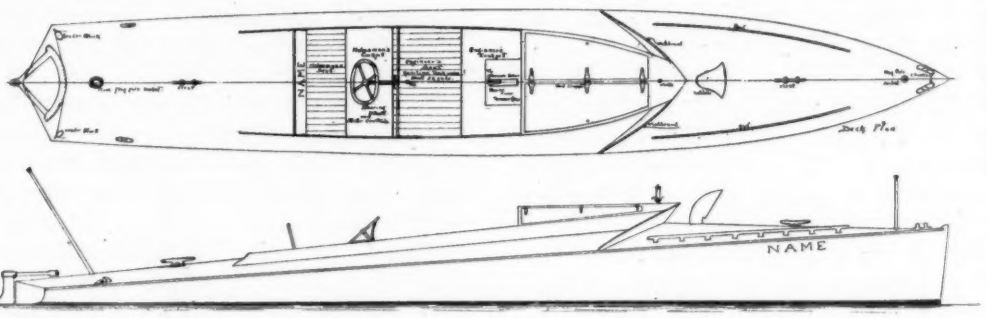


12-foot dinghy and 16-foot power launch. In addition to these, a 20-foot ELCO Express tender will be carried, having a guaranteed speed of 22 miles an hour. This tender can also be used for racing, as are Haida Papoose and Hadajr, the former being carried on davits on the schooner Haida and having proved very successful in racing events. Each yacht will have a wireless telegraph equipment, and a complete electric light plant will be installed, operated by an independent engine with storage battery auxiliary power, special attention being given to the design of the electric fixtures. Mr. Smith and Mr. Blackton intend to cruise extensively in their yachts during the coming season, and will probably use them in the South during the winter.



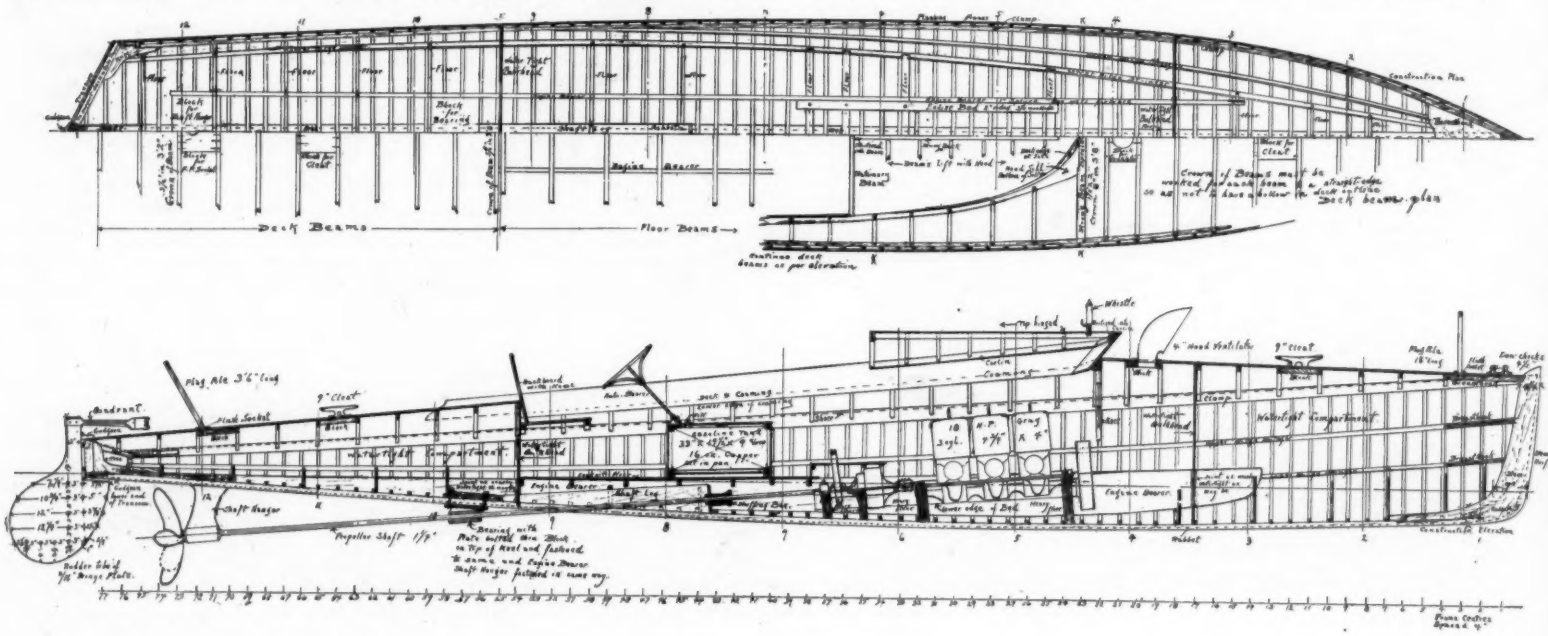
A 25-Foot Speed Launch

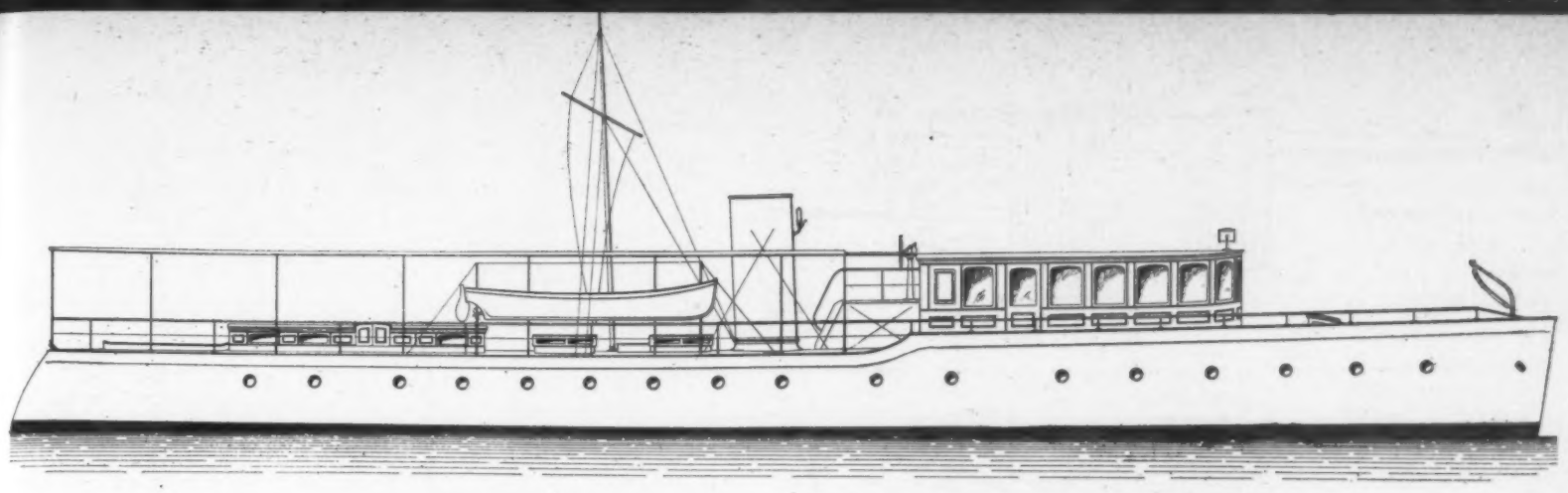
THE accompanying plans show a 25-foot speed launch, with 3 feet 11 inches beam and 9 inches draught, designed by W. J. Deed, Jr., of Boston, for J. R. Atchison, of Cornwall, Ontario, and now being built by the owner.



This boat, which is intended for use on the St. Lawrence, has a hull of modified double-wedge form, with flaring bow and straight sheer. While the construction is extremely light—the hull weighing in the neighborhood of only 400 pounds—she is, as will be seen by referring to the construction plans, extremely well tied together. The reverse flare of the topsides is sufficiently far aft to throw down the spray of the bow wave, and the after half of her flooring is quite flat. She should, therefore, prove a reasonably dry boat, and one in which the tendency to "squat" has been reduced to a minimum. Her power equipment will consist of a 3-cylinder, 18-horsepower, 2-cycle Gray engine, installed under a hood at the forward end of the cockpit. The engine is expected to turn her three-bladed propeller of 15 inches diameter, 27 inches pitch, at 875 revolutions per minute, and give a speed of from 17 to 18 miles per hour.

The arrangement of both power plant, fuel tank, seating space for the crew and passengers brings all the weight well toward the center. A 4-inch hood ventilator is on the forward deck.





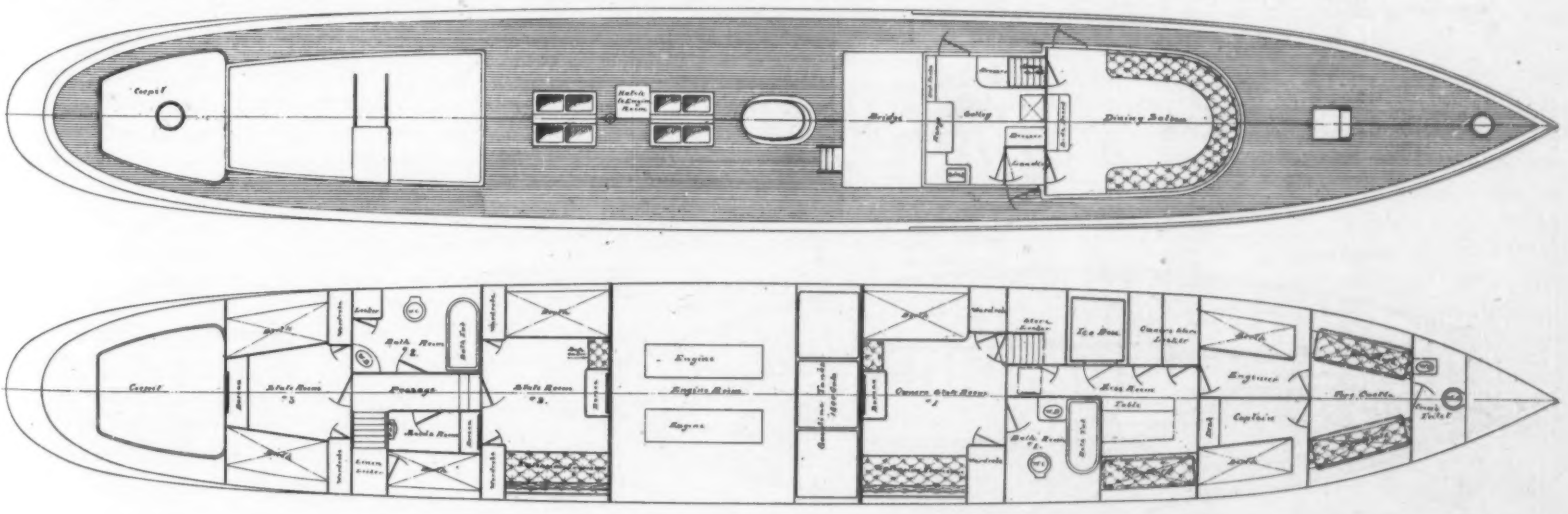
A Fast Cruising Power Boat

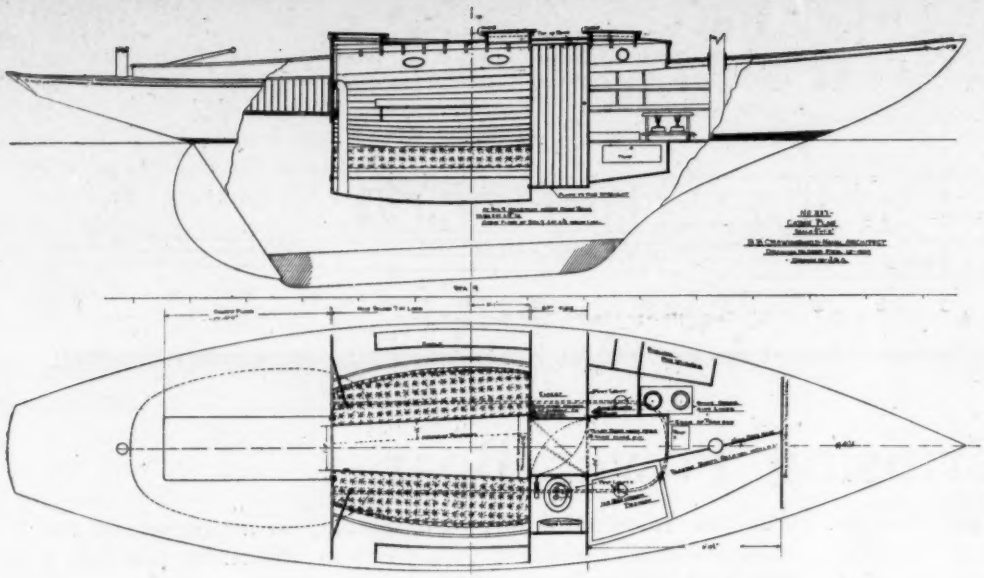
MESSRS. COX & STEVENS, of this city, have just designed for Mr. John C. King, of New York, a fast twin-screw, 98-foot motor boat which is now in the course of construction and will be ready for delivery by April 1. This boat, although of high speed, has excellent accommodations for the owner and guests. Her dimensions are: length over all, 98 feet; beam, 15 feet, and draft, 4 feet 6 inches. These dimensions were selected to allow of the passage of the Erie and Champlain Canals, as the boat would be largely used on the St. Lawrence River. The motive power consists of two six-cylinder, 125-horsepower Standard motors of the 1910 type, air-starting and reversing. As a speed of not less than 16 miles an hour was desired, it was decided to adhere to a modified torpedo boat hull having a wide stern without the sharp corner at the waterline, which has been found objectionable in a seaway. The boat is to be built in such a way as to reduce weight without sacrificing strength. The planking will be in two thicknesses, the outer of yellow pine, the inner of cedar; the frames will be of oak, as will the deadwood and keel. The fastenings are to be entirely of copper and composition, so that the boat may be sheathed, if required, for use in Southern waters.

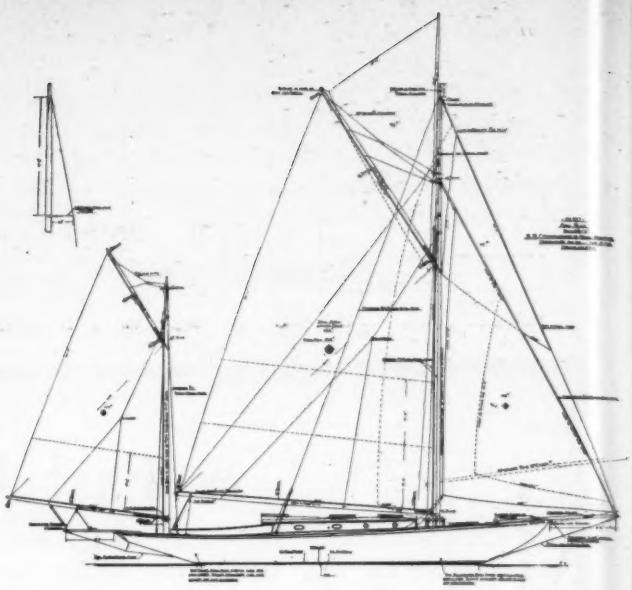
The design shows an extremely smart-looking craft, with large ventilating stack, through which the engine exhausts pass, and a long deckhouse, containing dining-room and galley, which has been depressed below the deck line so as to reduce its apparent height while retaining full headroom below. The boat is flush deck throughout, having a small trunk over the after stateroom, which will be used as a seat. Aft of this trunk is a cockpit, to protect guests from the weather when it is necessary.

At the after end of the boat is a double stateroom the full width of the boat, having two built-in berths with drawers underneath, two wardrobes, and large bureau with plate-glass mirror over it. The companionway to the after quarters comes down from the deck just forward of this room, landing in a passage, on the starboard side of which is a maid's room, and on the port side a large bath room with tiled floor, having bath-tub and all the customary fittings. The passage also leads forward to a large double stateroom, full width, with a berth on the port side and on the starboard side a sofa that can be arranged for a berth. This room, also, has two wardrobes and a bureau with plate-glass mirror. Forward of this room comes the engine room, containing, in addition to the propelling machinery, a large electric generating plant capable of lighting the boat throughout and running a searchlight. There are also storage batteries, lockers and shelves, and a transom that may be used as a berth when desired. At the forward end are situated three gasolene tanks, of a total capacity of 1,600 gallons, made of extremely heavy copper, so as to avoid all danger of leakage, and resting on a drip-pan having scuppers discharging overboard. Forward of the engine room is a third large stateroom, full width of the boat, communicating on the starboard side with a bath room. From this stateroom a stairway leads, on the port side, directly to a passage communicating with the dining-room in the deckhouse, so that the owner may pass from his quarters to the dining-room without going outside. Forward of the bath room and stateroom below comes a mess room for the crew, a portion of which is reserved for a large ice box and stores. Forward of this, on the starboard side, is the captain's room, and on the port side a smaller stateroom for the engineer. Beyond these is a forecastle having accommodations for three men.

The deckhouse is long and low, and has been kept as wide as possible, so as to secure a large dining-room, containing a sideboard, extension table and two transom lockers, convertible into berths. On the port side from this room a stairway leads down to the owner's quarters, and on the starboard side is a lobby leading to the main entrance from the deck and also to the galley.







A 23-Foot Waterline Cruising Yawl

THE yawl rig is coming into such popular favor for cruising boats that the accompanying plans of a boat designed this year will undoubtedly be of interest to all yachtsmen who desire something more than speed in a boat. This yawl was designed by B. B. Crowninshield, of Boston, for Mr. Elliot H. Goodwin, and was launched from the yard of James E. Graves, of Marblehead, about July 1.

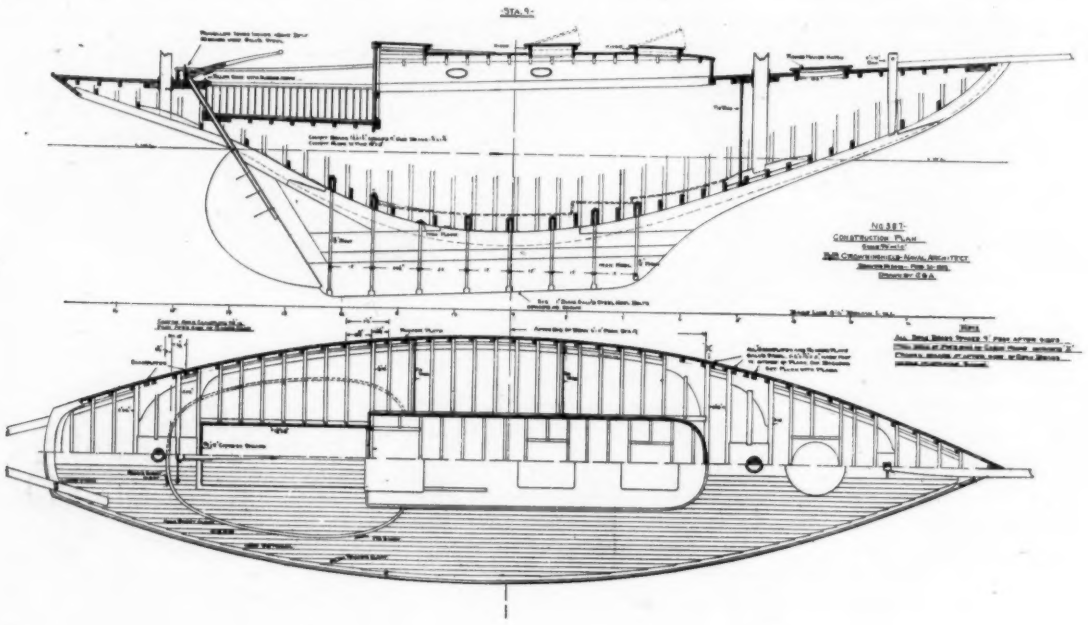
The general dimensions of the boat are: 34 feet over all, 23 feet waterline, 8 feet 10 inches beam, and 5 feet 4 inches draught. The lines show a very easy model, with excellent sea-going qualities and more than a fair turn of speed. The ends are graceful, with moderate, though not excessive, overhangs, and the amidship section is rather full, giving good displacement and very fair lines. The construction is heavy, the keel being of white oak and the frames of the same material, 1½ x 1½ inches, spaced 9 inches from after sides. The planking is 1-inch finished hard pine, long length, with no butts. There is an iron keel, bolted through keelson with ¾-inch bolts.

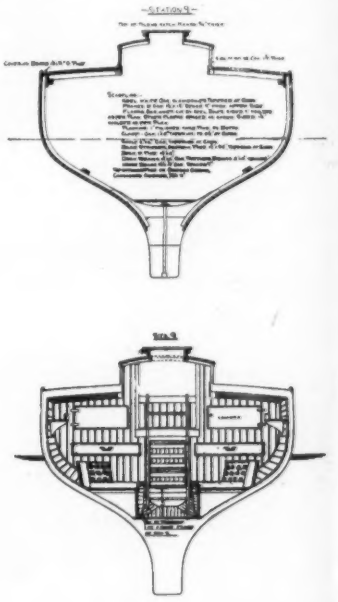
The boat carries 693 square feet of canvas in her lower sails, light sails being used only in the lightest of weather. She should be well balanced under this rig and easily handled by one man.

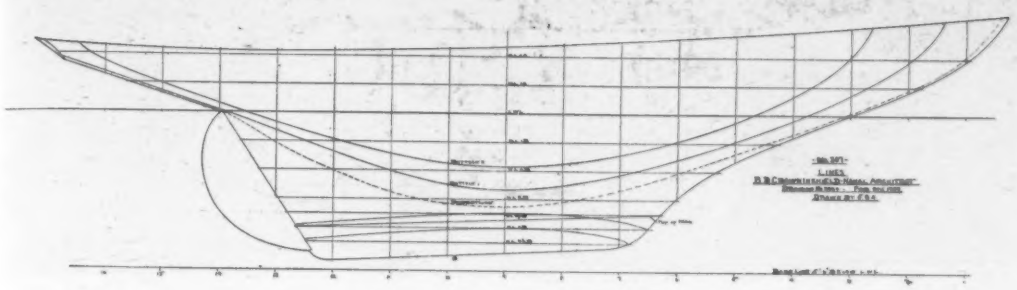
The arrangement shows a very comfortable boat for one of her size. The cockpit floor is 6 feet long, the decks coming in to the cockpit well, forming seats. The main cabin is 7 feet long, with wide transoms on either side running the full length and a good 5 feet 6 inches headroom under the carlins. Forward of this is a toilet room, with folding lavatory on the starboard side and a large clothes locker, 2 feet wide, on the port side. A locker of this size is a convenience that will be appreciated by those who have put up with the inadequate lockers 8 or 10 inches deep usually found in boats of this size.

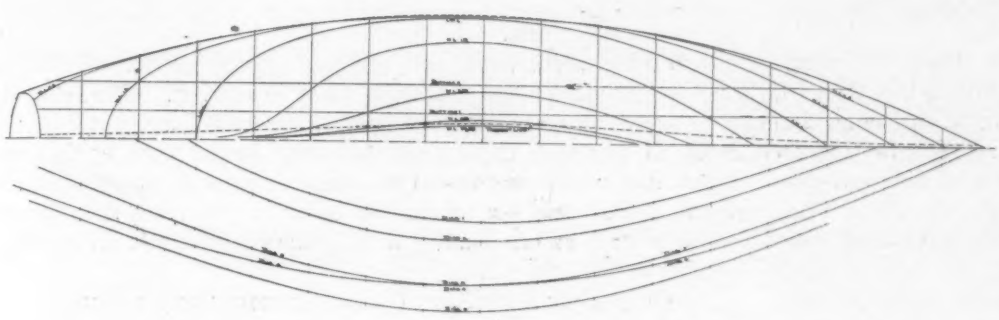
Further forward is the galley, with sideboard and stove on port side and large ice box on the starboard side, with headroom under cabin trunk. Still further forward, on the starboard side, is a built-in transom berth 6 feet long. The usual glass skylight is done away with and in its place are two mahogany hatches, hinged at the after end, which provide ample ventilation for galley and main cabin. At the after end of the cabin are lockers and drawers, giving ample storage space for clothes, linen, etc. The cabin house is narrow, giving plenty of deck room, and yet sufficient headroom under the transoms to allow of one sitting upright. She steers with a tiller, there being considerable rake to her stern post with a good deal of dead wood. She is deep enough to allow her to hang on well when turning to windward in a hard breeze.

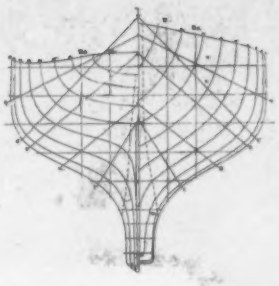
The boat is to be used principally for cruising in Eastern waters, and she should prove an able little craft under any and









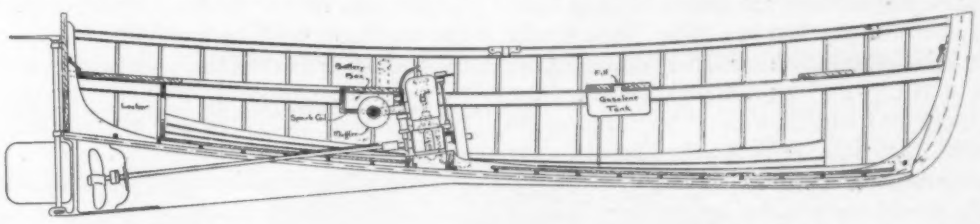


all conditions. For anyone who desires a comfortable cruising boat that can be handled without a paid hand, and one that is capable of going anywhere along the coast, a craft of this type would be hard to improve upon.

A careful study of her lines would indicate that she should prove fairly fast, though, of course, the yawl rig which breaks up the sail area and lessens the driving power would handicap her somewhat in racing. She has an easy run, though considerable dead rise, and easy bilges. There is enough sheer to insure sea-going qualities, there being nearly 4 feet of freeboard at the bow and some 2 feet 10 inches aft. The cabin house is low enough not to detract from her appearance.

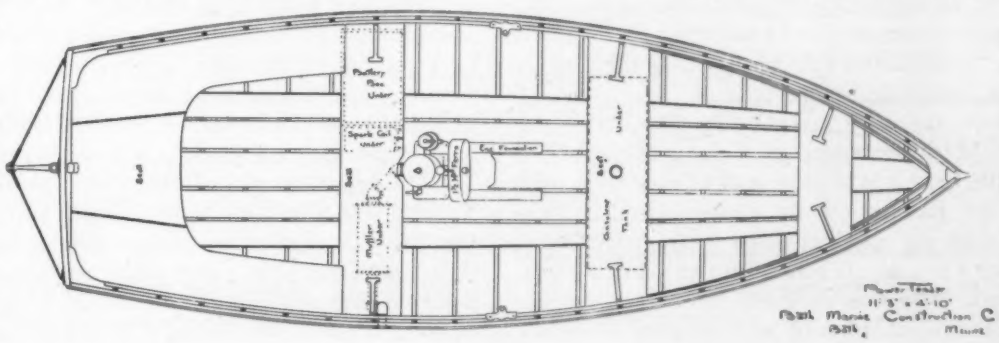
An 11-Foot Power Tender

TO those yachtsmen who are considering the addition of a power tender to their cruising outfit, the plans of the boat designed and built by the Bath Marine Construction Company, shown herewith, will prove interesting.



This tender is 11 feet 3 inches in length, 4 feet 10 inches beam, and draws at skeg 12 inches. The three thwarts and the semi-circular stern seat give her a seating capacity for six people, and she will easily carry 800 pounds on a draught of 15 inches.

Her interior arrangement embodies some very good features in the way of the compact installation of engine, tank, muffler and equipment. The gasolene tank, of 5 gallons capacity, occupies the space under the middle, or rowing, thwart, and is filled by means of the regulation deck plate, which comes up through the center of the seat. The engine, a 1½-horsepower Ferro, is installed close to the forward side of the after 'thwartship seat, giving plenty of space between the fly-wheel and the middle thwart for the feet of the oarsman when it becomes necessary to row. The muffler is located under the after thwart and connected to the engine by an exhaust pipe, in which there are but two angles, of only 45 degrees each, which makes for the development of full engine power and general quiet. The battery box is under the port side of the after thwart, its weight balancing that of the muffler and the exhaust system on the starboard side. The position of the spark coil, which is also under the seat next to the battery box, protects it from the flying spray which a boat of this size must necessarily encounter. The propeller is three-bladed, and is 10 inches in diameter with 12 inches pitch, and the brass rudder, of the balanced type, is entirely outboard, with the tiller pointing aft. It is a question whether it would not have been better to have sacrificed the seating capacity of the stern seat somewhat, and have brought the tiller inboard, as its projection from the square transom stern makes it particularly exposed.



The boat has a heavy skeg, which allows of the installation of shaft and propeller without cutting away the hull or necessitating any alteration of the lines. This should insure her being a comfortable and easy-towing dinghy.

She has plenty of room for both passengers and supplies, and besides being a mighty good tender, would certainly prove a very convenient little craft for fishing purposes.

With a boat such as this as part of the equipment, the pleasures of owning a houseboat would be increased 100 per cent.; for, not only would she be adaptable for ferry service and marketing expeditions, but she would be capable of towing a moderate sized houseboat in smooth water at a rate of two or three miles an hour.

The boat is light, and may be easily rowed when desired.

EDITORIAL

Published by the Yachting Publishing Co.; Oswald Garrison Villard, President; Herbert L. Stone, Secretary and Treasurer.

More America's Cup Talk. There is more than the usual amount of talk heard at this time of the year regarding a challenge for the America's Cup, owing to the arrival of Sir Thomas Lipton on this side of the water for the avowed purpose of finding out—if such a thing is possible—on what conditions the New York Yacht Club would accept a challenge for the fast tarnishing mug. As yet no definite challenge has been framed, nor has the club been asked officially if it would accept a challenge under any but the prevailing Deed of Gift. Unless Sir Thomas puts the question to the club officially, it is doubtful if the club would consider the matter. It gave him an answer to practically the same question something over two years ago. It was not a satisfactory answer, and called forth much unfavorable comment on the club's action. The most that Sir Thomas can hope for without a formal request for the club's stand is the individual expression of members of the club.

Unquestionably the conditions that now surround the cup have been responsible for the public feeling that the New York Yacht Club has no desire to see a race for the trophy. The members of the club must be aware that this may be a critical time for the club. If Sir Thomas Lipton challenges with a boat rating 88 feet under the rule, and asks the New York Yacht Club to meet him under the racing rules which the club has now been using for nearly five years, the club would have difficulty in explaining a refusal to accede to this request. It would amount to an admission that either the present rules are not satisfactory and it has no faith in them, or that it does not want a race for the cup, and is willing to let it stand hedged about with conditions which they know will prevent any foreign yachtsmen from challenging. In the latter case it might be hard to live down public opinion.

In the three previous trials Sir Thomas made to lift the cup the New York Yacht Club showed a disposition to meet him half way on all questions, and while the rules produced a freak boat, and were tacitly admitted by the club to be undesirable when the uniform rule was adopted, yet the racing itself was beyond cavil, and Sir Thomas did not utter a complaint. The club's chief ground for refusal two years ago was that a 68-footer, with which the Irish baronet desired to challenge, was not in keeping with the dignity of the trophy. If he now challenged with an 88-footer this count is removed, and the club would find it hard to justify a refusal on the other ground then put forth—that no restriction to model and form except waterline length should be imposed in races for the speed trophy of the sea. At any rate, the club is likely to have some time to think over its position, as the time is now too short to accept a challenge before 1911.

Looking Backward. With the coming of the last month of the year it is always well to look back over the season with critical eye, picking out its successes and its failures, seeing how it "stacked up" against other years, as it were, and judging, as far as we are able, its effect on the year to come. Taking it by and full, the season was the most successful and satisfactory one from a yachting standpoint in a number of years. There were more boats out, the racing was keener, the cruises had larger fleets, and the clubs have prospered. The lean seasons are a thing of the past, and while there were but few new boats of any size, there were a number built to the P class and under that added an element of uncertainty to the sport, while the Great Lakes saw the advent of some racers from the Atlantic coast to help matters along in a locality where the scrapping is always of the best.

From a sailing standpoint the racing season was a success. On Long Island Sound the classes—below the K class, that is—filled well, records for the number of starters being frequently broken. Off Marblehead the same condition of affairs was found, the season culminating in a fine series of races with the Germans in the *sonder* class, from which much good will emanate. On the Lakes the long-distance events attracted the most attention, and while the Lipton Cup races did not have the interest of a year ago, when boats from various points participated, the racing was good.

The two regrettable occurrences were the failure of the race for the Canada's Cup and the consequent distrust engendered by the controversy, and the charges growing out of the international race for the Dunsmuir trophy at Seattle, the breach between the two sections caused by the withdrawal of Alexandra before the series was finished being a wide one. Without taking sides in either controversy, it may be pertinent to say that they only emphasize the fact, which all true sportsmen acknowledge, that it is the spirit and not the letter of the rules of the game that should be lived up to. The sooner there is more of this spirit shown in contests for trophies with a tradition back of them, the better for those who follow the sport.

The season was notable for the number of its long-distance races and the interest taken in them. There were a number of new ones started this year which promise to become annual fixtures. To our mind, this kind of racing does more for the sport, and gives keener pleasure and more profit to those that participate in it, than any other form of racing.

If the year saw but few new sailing craft built, the number of power boats that left the ways broke all previous records. The trend seems to be towards cabin cruisers from 40 feet upwards, of a wholesome, useful type—a type that long-distance racing and a desire for coastwise cruising has produced. The Bermuda race saw four of these new boats under 60 feet in length come together, and all of the other cruising races, of which the increasing number testifies to the growing interest in such events, brought to light a number of new craft. It would seem that the boat and engine builders have every reason to be sanguine of the future. In the shorter racing events more interest was manifest and more individual owners entered their boats than ever before, as may be seen by an article covering the ground in this issue. The falling through of the race for the British International Trophy was a loss to the sport, and was caused by the failure of the English challengers to provide a boat of the size required that could be sent over with any reasonable hope of success. That the future of power boating as a pastime is assured has been proved, if proof were needed, by the season just closed.

The Reason-Why Story of

ROOSEVELT, PEARY AND THE OPIUM SMUGGLER

WHERE THE MERIDIANS MINGLE—The supply ship that carried relief to Peary and his pole-finding party to the northernmost point of navigation was powered with a 4-cylinder, 36-horsepower, heavy-duty type, **BUFFALO MARINE ENGINE,** which had been deliberately selected from among all the others for the dangerous, racking trip through the ice floes The life or death necessity of getting there depended upon the constant ability of the **BUFFALO** engine to plow the ship through the choking ice in all kinds of weather And the reliable, never-failing **BUFFALO** made good. The scientific experts who picked it knew it would.

WHERE THE TYPHOONS SWEEP THE CHINA SEA—Recently a typhoon off Hong Kong raked a lot of shipping off the China Sea. Forty Chinese junks and a number of assorted sail and power craft were swept to the bottom. Conspicuous among the survivors in the direct path of the typhoon were four cruiser yachts equipped with **BUFFALO** engines, which rode into the teeth of it. From a moral viewpoint we regret to learn that one of them was engaged in the opium trade—a smuggler's boat. There's a reason, though, why this lawbreaker picked a **BUFFALO** engine. With the British revenue cutters cruising about, an opium smuggler doesn't take chances with an engine that might fail him.

DOWN AMONG THE HIPPOPOTAMI—Yes, sir, there are **BUFFALO** engines in the far-off wilds of the Black Continent. Down in the Lake Nyanza district in the heart of Africa, Roosevelt, on a recent hippopotamus hunt, picked off the big fellows from a motor boat equipped with a **BUFFALO** engine. Hippopotamus hunting is perilous pastime and when you gun the monster jungle-crashers and water-wallowers from a little boat you have to have the kind of an engine that works right on an instant's notice and **EVERY TIME.**

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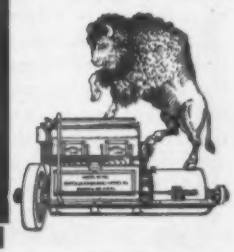

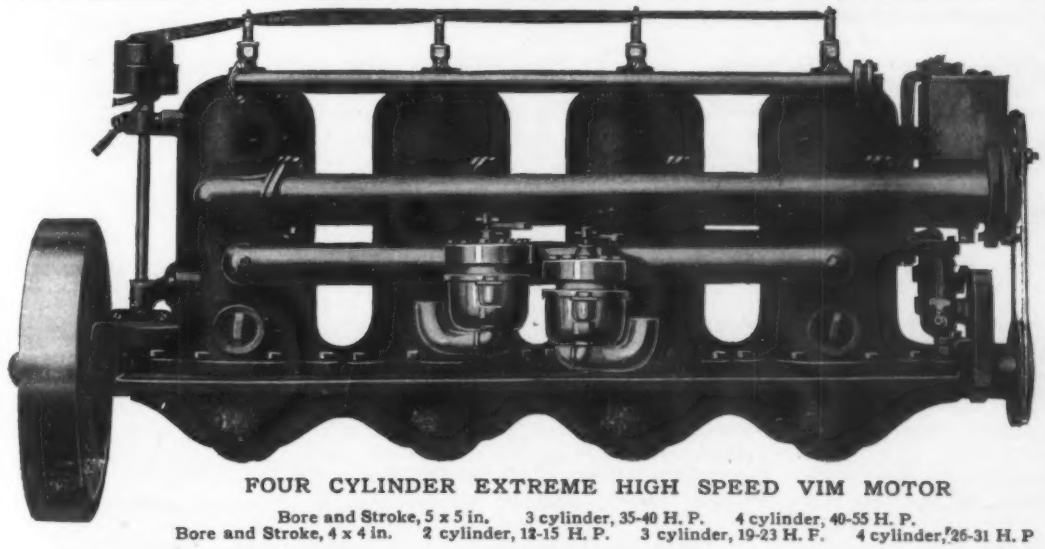

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Bore and Stroke, 5 x 5 in. 3 cylinder, 35-40 H. P. 4 cylinder, 40-55 H. P.
Bore and Stroke, 4 x 4 in. 2 cylinder, 12-15 H. P. 3 cylinder, 19-23 H. P. 4 cylinder, 26-31 H. P

Utmost Power, Utmost Speed—with all the Repair-Proof Simplicity of the Two-Cycle Engine.

The New "Extreme High Speed"

VIM MOTOR

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The history of the gas engine—except the two-cycle type—has been an inevitable progress of complication. Every (supposed) betterment meant an added part or parts liable to wear, repair and replacement.

On the other hand, there is not a single part on the new Vim Extreme High Speed Motor—which, as we have said, is the perfection of the two-cycle engine—that can get out of order through wear and friction.

There are no valves to require vigilant care and attention; there is no fussy, intricate oiling system.

Yet with this beautiful repair-proof simplicity, this new Vim type is the most powerful engine, for cylinder dimensions, in the world.

It is more flexible of control than the most obedient six cylinder four-cycle engine.

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In selling the Vim, we guarantee satisfaction, or a price refund in 30 days. Clip and send the coupon.

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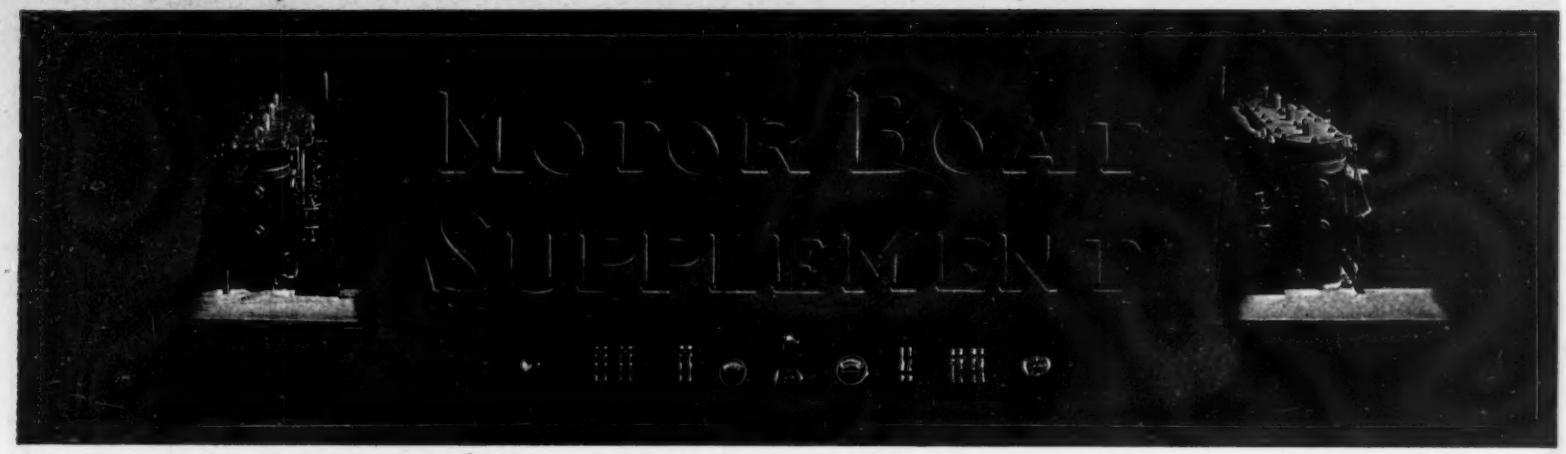
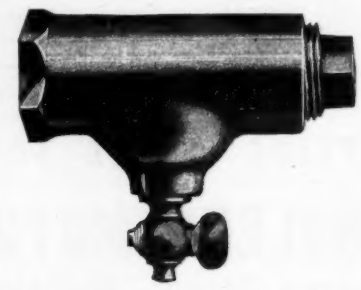


Clean Gasolene in the Carburetor and Clear Water in the Pump

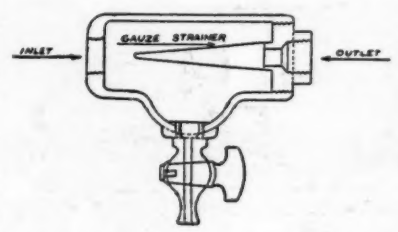
That dirt is matter out of place is never more thoroughly realized than when this dirt clogs the carburetor, for it is probably more out of place there than anywhere else that the average man is apt to encounter it, unless it happens to be in one of his optics. Incidentally, it may be remarked that water in the gasolene will also make the engine act queerly when H_2O gets as far as the carburetor.

Realizing that an ounce of prevention is worth several hundredweight of cure, the genius of engine builders has evolved several patterns of combination strainers and water traps to be connected up with the gasolene supply piping. While all of those of which we have knowledge are effective, some are better than others, owing to the fact that compactness and a due regard for the amount of clearance that there is apt to be between the carburetor in-take and bottom of boat or flooring has a very great bearing on their practicability, for upon the frequent use of such a device when it comes to manipulating the drain cock or cleaning the filters depends its usefulness.



Gray gasolene strainer and water separator. Its dimensions allow of its being attached to any desired part of the fuel pipe.

The Gray Motor Company, of Detroit, Mich., kept this point in view when they evolved the Gray Gasolene Strainer, which is but 3½ inches in length, 1¼ inches in diameter and but 2¾ inches in depth. As will be seen by the illustration herewith the device is very compact, and the diagram of its interior shows its great simplicity of construction, and the arrangement by which the dirt, instead of adhering to the strainer, is more inclined to fall into the dirt and water receptacle directly underneath, whence it may be readily removed by means of the drain cock itself. Moreover, the gauze strainer may be removed for cleaning should it become necessary.



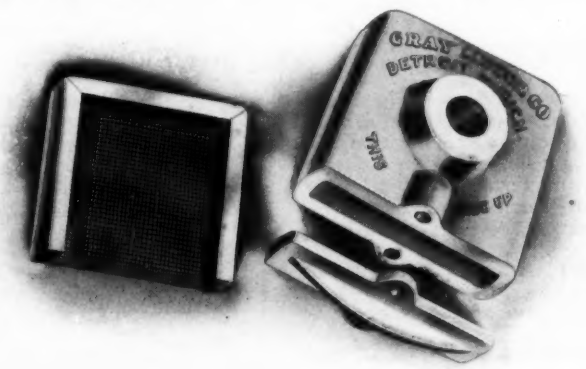
Sectional view of Gray gasolene strainer, showing how sediment collects on outside of filter.

While many boats are fitted with an outboard strainer at the mouth of the circulating water in-take, this strainer may only be relied upon for keeping fairly large particles of matter from being drawn in with the cooling water; for if a fine mesh strainer is used it is very apt to become clogged, and from its position it is quite difficult to clean without hauling the boat out. Moreover, where boats are moored in shallow water, particularly on tidal water, an extremely low tide is apt to leave them lying in the mud, which means that a quantity of sediment is almost sure to collect in the water pipe.

The Gray Motor Company have met this contingency by the production of a water strainer which is easily connected up with the pipe line and fitted with two strainers, each with a different size of mesh, calculated to catch any particle of sediment, either large or small.

Being readily removable for cleaning, and from its position inside the boat being very accessible, it would seem that this device solves the problem of keeping pump and water-jackets clear of sediment without risk of stoppage to the water supply.

Detailed description, with full information regarding these devices, will be supplied upon application to the Gray Motor Company, of Detroit, Mich.



The Gray water strainer, which eliminates the clogging of the water-circulating system, and is easily cleaned.

What They are Doing at Morris Heights

At the plant of the Gas Engine & Power Company and Charles L. Seabury & Company, Con., Morris Heights, New York City, a large number of steam yachts and motor boats are laid up for the winter.

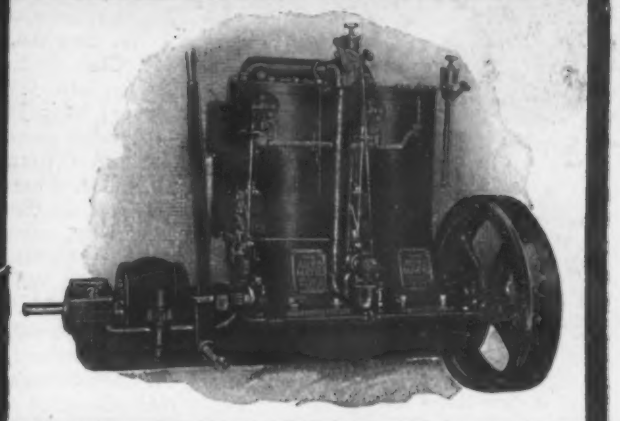
It will be noticed from the list following that there is an unusually large number of the modern high-speed craft out of commission, amongst the notable ones being the twin-screw yacht Little Sovereign, owned by Mr. M. C. D. Borden, which has a speed of 33 miles per hour, and the triple-screw motor yacht Whirlwind, Hon. Julius Fleischmann, of Cincinnati, Ohio, owner, with a speed of 26.3 miles per hour. Others are the steam yact Vitesse, Mr. Brayton Ives, owner, 28 miles per hour; twin-screw steam yacht Vixen, Mr. John D. Archbold, owner, 26 miles per hour; steam yacht Sioux, Mr. F. G. Bourne, owner, 23½ miles per hour; steam yacht The Limited, Mr. Alfred Bostwick, owner, 20 miles per hour; steam yacht Wasp, Mr. J. T. Williams, owner, 20 miles per hour; steam yacht Lyndonia, Mr. C. H. K. Curtis, owner, 20 miles per hour; steam yacht Helenita, Mr. F. J. Gould, owner, 18 miles per hour; steam yacht Hiawatha, Mr. Abram Baudouine, owner, 18 miles per hour; steam yacht Mayita, Mr. C. B. Mason, owner, 18 miles per hour. There is probably no shipyard in the country where such an aggregation of high-class speed boats can be seen at one time, and it is really a show place for modern pleasure craft. All of the storage basins at the Seabury plant have been dredged out, and there is now good, deep, clear water at low tide.

The following steam yachts are also laid up at this basin: Scud, Samuel Untermeyer, owner; Katharine, O'Rourke Construction Company, owner; John Duffe, O'Rourke Construction Company, owner; Chicota, Mr. Edwin Gould, owner; Jessie, Mr. A. E. Austin, owner; Velthra, Mr. S. Parker Bremer, owner; Vamoose, Mr. Walter Lewishon, owner; Sea Bird, estate of E. G. Burnham, owner; American, Miss Grace Watt, owner; Jule, Mr. Alfred Costello, owner; Wissoe, Mr. R. H. McCormick, owner; Sissilina, Mr. Nathan Straus, owner; Courier, Mr. B. F. Keith, owner; Privateer, Mr. R. A. C. Smith, owner.

Motor Boats.—So So, Mr. A. C. Stewart, owner; Bone Fish, Mr. John B. McFarren, owner; Jessamine, Mr. M. Schrenkheisen, owner; Zust, American Zust Motor Company, owner; Sally Growler, Mr. H. L. Terrell, owner; Sea Wolf, Mr. L. J. Leland, owner; Mavis, Mr. R. A. Shaw, owner; May, Mr. A. Van Rensselaer, owner; Ranger, Mr. C. H. Hyams, Jr., owner; Polly, Mr. F. F. Proctor, owner; Beat It, Mr. William M. Fleitman, owner; Arcadia, Rev. J. D. Roach, owner; Caprice, Mrs. T. L. Redfield, owner; Sans Soucie, Mr. C. R. Smith, owner; Kiddiddidee, Mr. George McK. Brown, owner; Squaw, Mr. Peter Duffie, owner; Roxie, Mr. Albert Greenspecht, owner; Bantam II., Mr. George D. Pratt, owner; Sinbad, Mrs. Sarah W. Kathan, owner; El Delfin, Mr. G. K. Williamson, owner; Carmina, Mr. J. E. Fletcher, owner; Madge B., Mr. Jno. F. Brennan, owner; Nyanza, Mr. C. W. Provost, owner; Wou Wou, Mr. Percy R. Owens, owner; Ariadne, Mr. Jas. Laughlin, Jr., owner; Chic, Mr. Whitney Lyon, owner; Scarab, Mr. H. P. Davison, owner; Niobe, Mr. George P. McMinn, owner; Brownie II., Mr. A. Selwyn, owner; Kawita, Mr. Henry T. Bragg, owner; Intrepid, Mr. Lloyd Phœnix,

The "Automatic"

Specially Constructed For LONG DISTANCE CRUISING



"The Automatic" Engines run reliably at slow speed under the most adverse conditions through intricate channels or canals just as well as at their full-rated power.

"The Automatic" Engines run day and night, for months on end; one of them recently completed a trip of 8,000 miles with never a hitch.

And after this that same engine went right off again on her next voyage with less than a dollar's worth of repairs

If you are planning the power equipment for your next year's cruiser, if you contemplate long stretches off shore or away from gasolene specialists, it will pay you to write us that we may tell of what the Automatic has actually done in long-distance work.

"The Automatic" Engines are the Standard of Relability and Simplicity.

We are making a special price reduction on our 6, 12, 18 and 24 H. P. engines.

Ask about it. One to six cylinder. 6 to 150 H. P.

AUTOMATIC MACHINE COMPANY - - BRIDGEPORT, CONN.

Automatic Machine Co., Railroad Ave. and Washington St., Seattle, Wash. Mr. H. H. Lewis, Manager).

Automatic Machine Co., 1811 Market St., Galveston, Tex. Mr. Jas. M. Parmelee).

P. P. Brueckbauer, Elkhart Lake, Wis.

Crescent Marine Motor Works, 116 Ferry St. St. Louis, Mo.

J. W. Enright Iron Works, 862 Tchoupitoulas St., New Orleans, La.

Henshaw, Bulkley & Co., 19-21 Fremont St., San Francisco, Cal.

King & Runyan, Pensacola, Fla.

M. J. Moran, 4262 E. 96th St., Cleveland, O.

Harrison M. Reed, So. Jacksonville, Fla.

Reierson Machinery Co., Portland, Ore.

Southern Gas Engine & Power Co., 25 Broad St., Charleston, S. C. (Chas. E. Witmack, Manager).

Chas. W. Triggs, 60 N. Canal St., Chicago, Ill.

Florida Gas Engine & Supply Co., Tampa Fla.

Wallace Bros., Norfolk, Va.

Page Engineering Co., 119 E. York St., Baltimore, Md.

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2 and 4 Cylinder Opposed Marine Motor

Size 6 to 40 Actual Brake Horse-Power

BUILT LIKE A WATCH BY EXPERT TOOLMAKERS

The motor with a low centre ot weight, increasing the stability of your boat.
The motor without vibration.
The economical motor.
The get-at-able motor.
The motor with bore and stroke.
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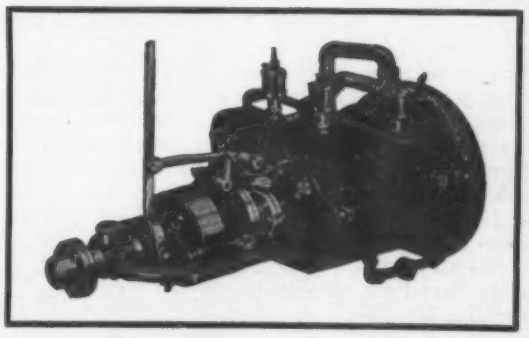
The motor built with hardened steel jigs and gauges, making all parts interchangeable.
The motor guaranteed for two years.
The motor you can test in your own boat before paying for.



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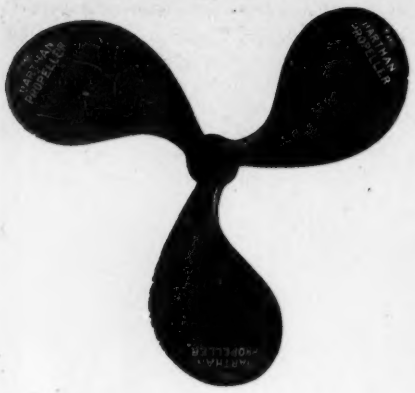


A three-bladed Harthan propeller.

owner; Montauk, Mr. James R. Raymond, owner; Virginia, Mr. J. W. Sheehan, owner; Colma, Mr. Chas. J. Eisenlohr, owner; Ready, Mr. John F. O'Rourke, owner; Lady Jane, Mr. John F. O'Rourke, owner; Shadow, Mr. John F. O'Rourke, owner; Sea Gull, Mr. John Sherman Hoyt, owner; Meteor, Mr. C. P. Browning, owner; Frances, Mr. F. E. O'Callahan, owner; Advance, Mr. W. W. Cole, owner; Rambler, Mr. W. D. Ellis, owner; Speedaway, Mr. J. R. De Lamar, owner; Gayety, Mr. N. A. Chesebrough, owner; Cayuga, Mr. Clarence Morgan, owner; Greyling, Mr. John Sherman Hoyt, owner; Osprey II., Mr. C. R. Runyon, owner; Teqeula, Mr. David Dows, owner; Speedway, Jr., Mr. F. A. Miller, owner; Gallavant II., Mr. W. S. Jackson, owner; Tusayan, Mr. J. D. White, owner; Skylark, Mr. J. H. Ottley, owner.

The new 40-foot motor boat built for the Government of San Salvador, Central America, was recently shipped, via Panama Railroad & Steamship Company. This boat is fitted with a Speedway engine of 32 to 40 horsepower, and is particularly adapted for carrying from fifty to sixty men.

The auxiliary yawl Cacique, owned by Mr. Laurence H. Armour, of Kansas City, Mo., has had a new 32-horsepower Speedway motor installed, and a number of other improvements are being made in the boat.

The 70-foot motor yacht Onward, owned by Mr. A. F. Holden, of Cleveland, Ohio, is having a number of improvements made, and, in addition, a new six-cylinder, 100-horsepower Speedway engine is being installed.

A new 28-foot mahogany Speedway motor boat, with a speed of 14 miles per hour, is being built for the schooner yacht Genessee, Mr. James S. Watson, New York Yacht Club.

A new 42-foot cruising motor boat of the raised-deck type is being built for Mr. Geo-C. Campbell, of New York. This boat has a beam of 9 feet, with a four-cylinder, 32/40-horsepower Speedway gasolene engine. A speed of 12 miles per hour is guaranteed. All of the up-to-date improvements will be embodied in this craft.

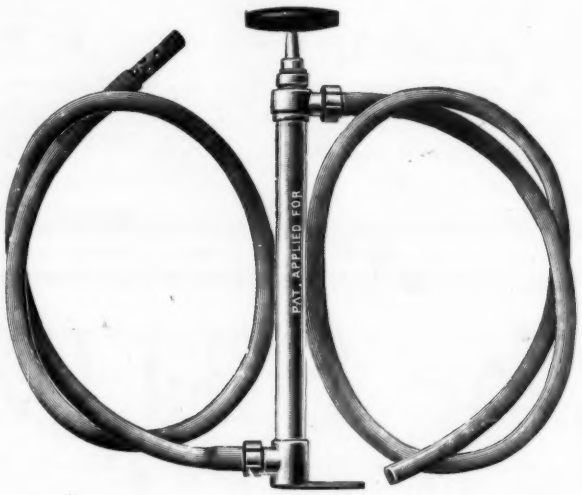
A new motor boat tender for the yacht Marie, owned by Mr. Lawrence Fabacher, of New Orleans, is being built. A 35-foot Speedway motor boat, with a speed of 18 miles per hour, has been sold to Mr. T. T. Firth, of Philadelphia, Pa. There is a 45-foot, high-speed, sea-going runabout, with a Speedway gasolene engine, and a cruising motor boat, 50 feet long, of the raised-deck type, being built for Mr. Thomas M. Turner, of the Larchmont Yacht Club.

The twin-screw steam yacht Mayita, owned by Mr. C. B. Mason, is having a new Seabury water-tube boiler installed, while the steam yacht Louise, Mr. George C. Boldt, owner, has recently arrived at Morris Heights, and will have a number of alterations made, including a new Seabury boiler. The steam yacht Clover, also owned by Mr. George C. Boldt, is having a new Seabury boiler installed. The steam yacht Valcour, Mr. Joseph C. Sibley, is having a number of improvements made, including a new Seabury safety water-tube boiler.

Two 250-horsepower Seabury triple-expansion engines and water-tube boilers have been shipped to Messrs. Orengo y Vismara, Buenos Aires, Argentine Republic.

An Easy-Working Bilge Pump Did it ever occur to you that 90 per cent of the labor and discomfort in operating a hand-power bilge pump was not due to any defect in the mechanism of the pump itself, but to the uncomfortable position which you had to assume when operating it?

This fact was discovered by C. D. Durkee after he had accumulated a little spare adipose tissue, and had some uncomfortable experience in bailing out his own boat, whereupon the aforesaid C. D. Durkee evolved from his inner consciousness, and his supply room, a bilge pump which may truly be called the fat man's friend; and not only that but the friend of everyone, also, who has ever tried to pump out a boat without doubling up and assuming an attitude of prayerfulness—an attitude often belied, however, by the observations which the attitude induced.



Durkee's new bilge pump, which allows the pumper to assume a restful attitude while operating it.

This pump has all of the good features of the well-known Wurkeze, but is fitted with two lengths of hose instead of one, the lower length being equipped with a strainer, which allows the foot rest of the pump to be placed on a locker, deck, or even on the float alongside the boat, in whatever position the one doing the pumping feels most comfortable.

The in-take hose may be dropped overboard if one desires to wash off the boat or clear the mud from the anchor, or spray down the deck, and the very fact that the pump itself lends itself to any position most comfortable to the operator, while the in-take end of the hose is attending strictly to business, is calculated to make every man who owns a boat stand in line while these pumps are being handed over the counter.

If, for any reason, it should be desirable to disconnect the in-take hose, this can be done in ten seconds' time, and the pump be operated in the same manner as one of the regulation pattern, but the chances are that no man who has ever experienced the possibilities of this piece of apparatus for comfort, utility and convenience would ever be satisfied with anything else.

Full details regarding size and price will be supplied upon request by C. D. Durkee & Co., 2 and 3 South Street, New York City, to those of our readers who mention YACHTING when writing.

A Propeller that Has Made a Very Favorable Record The McFarland Foundry & Machine Company, of Trenton, N. J., are the sole manufacturers of the genuine Harthan Propeller, which has unusual merit for both speed and cruising work, and has proved itself a winner on many of the well-known boats all over the country. The company, in the beginning of their career in the manufacture of propellers, set a standard of high quality, and this standard has always been adhered to most strictly. The Harthan Propeller is made with two or three blades, in right or left hand, and in each diameter can be furnished with a great variety of pitches so that all requirements may be met promptly. The propeller is made on the principle of a true screw; the metal is the very best money can buy, and with the high polish given each propeller, with the ever-watchful care to see that pitch and balance are absolutely correct, the result is a piece of workmanship which must be taken into consideration by those desirous of correct equipment. The company has been very successful during the past season in supplying racing boats in this country, and, would space permit, could give a long list of the winners thus equipped, prominent among which are Wolff II, champion of the Pacific Coast; Lawanna, winner of the handicap race at A.-Y.-P. regatta at Seattle; Gunfire II, several times winner at Hudson-Fulton races; Peter Pan II, champion of Lake Hopatcong; Ilys, winner of the return race from Bermuda to New York, and Martha, winner of the Block Island race of 1909. All first-class goods are imitated, and the genuine Harthan Propeller is no exception. There are a number of imitation wheels on the market, but none are genuine unless they have the trade-mark of the McFarland Foundry & Machine Company stamped on the back of each blade.

This company is also the manufacturer of the Harthan Reverse Clutch, which is believed to be one of the simplest, cleanest and best clutches on the market. Those of our readers contemplating the purchase of either a propeller or reverse clutch should write the above-named company, and such information as it can furnish will be cheerfully given. The company prides itself on its promptness in shipments, all goods usually going forward the same day the order is received. Catalogue and prices will be furnished upon application, with such advice as those contemplating making a change in equipment should desire.

Something Speedy in 25-Foot and 28-Foot Boats The demand for speed boats of from 20 to 30 feet in length, and capable of traveling from 18 to 24 miles an hour, has increased so rapidly that within the past few years not a few boat and engine manufacturers, well known for their conservatism, have entered the field, and are now engaged in determined competition for the top notch of achievement along these lines.

The Harthan reverse gear; strong, simple and cleanly.

Your Yacht Needs

3 in One Oil because it is the only preparation on land or sea that prevents tarnish and verdigris on brass trimmings and parts and keeps them spick and span after cleaning.

3 in One also cleans and polishes all nickel parts and metal surfaces and absolutely prevents rust, on fresh or salt water, in any climate.

3 in One cleans and polishes veneered and varnished surfaces, removing all spots and scars and immediately restores the original lustre and bright finish to any fine woodwork.

Try for oiling motors, fans, electrical machinery, phonographs, guns, revolvers, all kinds of tools, etc. It is the only oil that lubricates "just right" and will not gum or collect dust.

FREE Write for generous sample bottle and 3 in One Dictionary, both free.

3 in One Oil Co.

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CAMBRIDGE regular size 25c.

AMBASSADOR after-dinner size 35c.

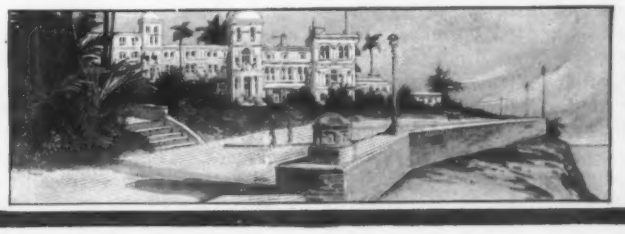
"The Little Brown Box"

Philip Morris

ORIGINAL LONDON

Cigarettes

Old friends — old wine — complete the combination.



This Winter Go To Porto Rico

Every hour will unfold new sensations, new pleasures, new delights. In Porto Rico you will find the quaintness of the old world customs and the beauty of tropical scenery combined with the advantages of American progress.

Porto Rico can be reached in about four and a half days on the steamers of The New York and Porto Rico Steamship Company. The trip is made over calm seas. The steamers are furnished with all the requirements of comfort. Perfect cuisine. All outside staterooms. Metal bedsteads instead of berths. Wireless telegraphy.

Write for illustrated booklets, sailings, and full particulars.

THE NEW YORK & PORTO RICO STEAMSHIP CO.
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SPECIAL tourist rate of $140 includes all expenses. The steamer is your hotel during the entire trip of three weeks from New York to and around the island and back to New York

In some instances it has been only after long and patient study and experiment that boat builders have shied their castors into the ring, accompanied by the announcement that they were finally ready to turn out cup winners without limit, and perhaps a world beater or two for good measure. And it is gratifying to note that in not a few instances these aspirants for speed fame have made good, and have contributed their full quota to the substantial progress recorded along speed lines by American builders.

Up in Canastota, the other day, the writer saw, in the shops of William H. Lindley & Co., a 25-foot boat built by Mr. Lindley a year ago last spring, just, as he modestly says, for his own amusement. The Lindley plant stands on the banks of the Erie Canal, on which stretch of water this boat—yclept Brownie, because of her mahogany finish—did 16 miles, or better, equipped with a 12-horsepower Cady engine, and *considerably* better than 20 miles after a 35-horsepower Vim motor had been installed. The course was not paced off, but measured with a steel tape, "so that we know," said Mr. Lindley, "that she traveled every inch of a mile."

Brownie, a 25-foot Lindley boat, which makes better than 20 miles, with a 35-horsepower Vim motor.

The Brownie is of 4-foot beam and 12 inches draft, and can be duplicated complete with a guaranteed speed of 20 miles.

Another speedy boat built by Mr. Lindley last year is the Oidono—Oh-I-don't-know—to the order of Mr. J. M. Barton, of Rome, N. Y. The Oidono is 28 by 5 feet, and with a 15-horsepower motor last summer won the Fulton Chain Yacht Association Cup in the regatta at Fourth Lake with a maintained speed for the 6-mile course of 18.90 miles per hour. Mr. Lindley has completed specifications for several speed boats, to go into commission next season, from which he expects even better things.

An Improved Line of Pocket Meters Those engaged in electrical pursuits have become so accustomed to the larger power installations of the present time that they are apt to lose sight of the fact that immense units of energy in the aggregate are being used in the shape of dry cells and small storage batteries. Yet it is undoubtedly true that the daily production of batteries in this country, measured by their kilowatt-hour capacity, would prove a revelation to most of us.

So widespread has the use of batteries become that the demand for small pocket meters, with which to test them, has grown to considerable proportions.

The Hoyt Electrical Instrument Works early recognized the importance of this field, and have devoted a great deal of attention to it, their latest being a line of ammeters and voltmeters approximately the size of a gentleman's No. 16 watch, the novel feature of which is a silver-plated metal scale, which combines accuracy, durability and tastiness in design.

Realizing that the first requisite was a careful standardization of every part, they have for some time been working along these lines, and they claim to have designed every part so carefully that exhaustive tests have failed to show any material error in any part of the scale.

These meters are of the permanent magnet type, and in designing them the purpose of their use has been constantly kept in mind. The relation of the moving system to the poles of the permanent magnet is such as to insure a practically dead-beat movement, with extreme sensitiveness to current changes. Every detail has been carefully looked after, even to the construction of the case, which is substantially made in one piece to insure rigidity and mechanical accuracy.

A novel design of lettering has been adopted for the dial, and it is the purpose of the makers to carry out the same idea in all instruments of this type.

A New, Isolated Electric Lighting Plant for Marine Use The Dayton Electrical Manufacturing Company, Dayton, Ohio, will have on the market for 1910 a motor boat lighting outfit with a separate engine for driving the dynamo. Although it is the usual custom to drive the lighting dynamo of the Dayton Company's lighting outfits from the engine of the motor boat, it is, in some instances, desirable to have a separate engine, and it is to supply this demand that a new outfit has been put on the market.

The Dayton company will still continue to manufacture its standard line of 3, 8 and 15-light outfits of the 6-volt and 13-volt type, and in addition will be able to furnish the outfits mentioned above for 30-40-light capacity.

The engine of the isolated motor boat lighting outfits is of the two-cycle, 2-horsepower, throttle governed type. The regulation of the governor is perfect, and the engine will run at a uniform speed even with considerable variation in load. The engine has renewable bearings, adjustable crankshafts and a perfect system of lubrication. Unusually heavy fly-wheels are provided to assist in the regulation of speeds. The dynamo used with this outfit is of the bi-polar type, completely enclosed.

The storage battery, of the Hubler-Dayton type, completely enclosed in hard rubber cells, is designed particularly for motor boat work. The complete outfit differs from higher-priced outfits, in that heretofore high-voltage current only has been used for isolated motor boat plants. This meant that if a motor boat owner wished to install a separate lighting plant, he would have to use a gas engine of at least 3 to 4 horsepower, a 110-volt 3 to 4-kilowatt dynamo, a 110-volt storage battery, and a switchboard, complete with instruments. The invention of low-voltage tungsten lamps made it possible for the Dayton Electrical Manufacturing Company to put on the market a low-voltage outfit which is in every respect the equal of the high-voltage plant mentioned above; for it gives the motor boat owner the use of just as many lamps of the same or higher C. P. than he would get from the high-voltage outfit, and the Dayton Electrical Manufacturing Company's outfit costs very much less.

This company has been building lighting outfits for automobiles and launches for years, and their experience has shown that 13 volts is the right pressure to use for isolated plants where the current will not be carried over 1,000 to 1,500 feet. The lamps used with a 13-volt outfit are longer lived than high-voltage lamps. Their light is absolutely pure and white, and there is only a fraction of the danger from fire if a short circuit ever occurs than there is if a high-voltage system is used.

The electric lamps used with the Dayton outfits are not toys, but standard-sized lamps with standard Edison bases, so that they will fit any regular sockets. The filaments in the Dayton tungsten lamps are short and thick, reducing breakage to a minimum. The average life of the Dayton tungsten lamp is 2,000 hours, as compared with 1,000 hours for high-voltage tungsten lamps. With the 8 and 15-light outfits red and green signal lights, a white bow light and a Dayton electric incandescent searchlight may be used very successfully.

The Dayton 60-S switchboard is as complete as the switchboards used in any central station lighting plant or in any street railway power house. It serves as a terminal for all the wires between dynamo and storage battery, and is equipped with the following instruments:

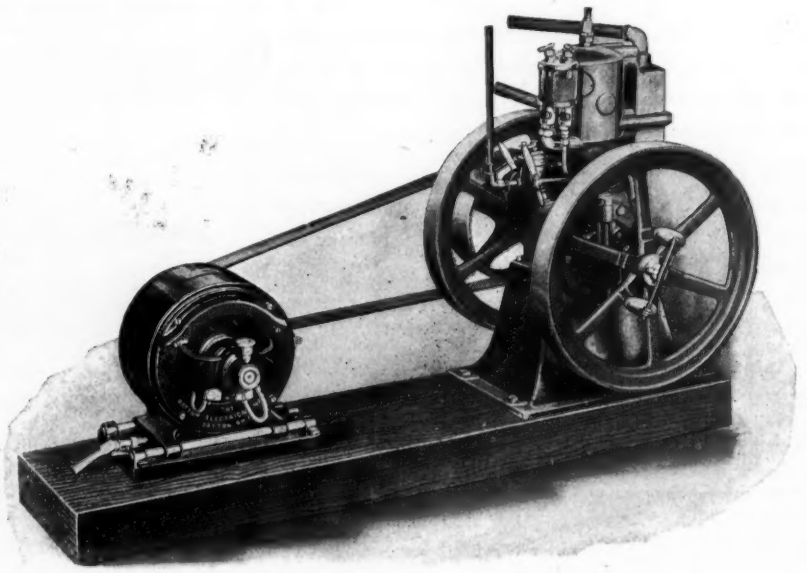
One ammeter, with a range of from zero to 15 amperes, and one voltmeter with a range of from zero to 25 volts. These meters are of the D'Arsonval moving coil type, and are guaranteed to an accuracy of 97 per cent. They are thoroughly waterproof, are in every way designed for the nature of the service to which they are subjected, and give at any time the voltage of the dynamo and also the voltage of the storage battery.

The readings of the ammeter show the charging rate of the dynamo and the rate at which the battery is being discharged. The connections for obtaining these readings are made by merely throwing a knife switch. The switchboard is provided with a small electric pilot lamp for illuminating the meters at night. In the back of the switchboard there is a cut-out, which automatically breaks the dynamo's circuit when the engine stops, so as to prevent any possibility of the storage battery's current running back through the dynamo.

If the dynamo is not generating enough current to properly charge the batteries, the automatic cut-out prevents any connection being made in the charging line, thus preventing all danger of charging the batteries at too slow a rate.

The wiring plan for these outfits provides for taking the current for ignition and also for lights from the storage battery

(Continued on page 492.)



Dayton, 1910 model, isolated electric generating plant for marine use.

The Best Lighted Yachts

ARE EQUIPPED WITH

The Safety Storage System

Adapted to any size craft—Sail or Power. Tank can be stored anywhere.
Tank of convenient size for whole season's lighting.
Economical to install and maintain.
No working parts. Nothing to get out of order. Empty tank exchanged for full.
Permitted by National Board of Fire Underwriters and U. S. Steamboat Inspection Service.
Illustrated booklet and estimates cheerfully furnished.

The COMMERCIAL ACETYLENE CO., 80 Broadway, New York City

The Sensation of The Season

POCKET AMMETERS & VOLTMETERS
WITH INDESTRUCTIBLE METAL DIALS

More accurate than other makes with hand drawn scales.

Permanent magnet type, indicates polarity as well as current. Guaranteed for one year.

A SUPERIOR METER AT THE PRICE OF A POOR ONE

LOOK FOR THIS DESIGN Amperes. The Mark of Superior Quality

Ask for Bulletin "Y" describing our full line

HOYT ELECTRICAL INSTRUMENT WORKS

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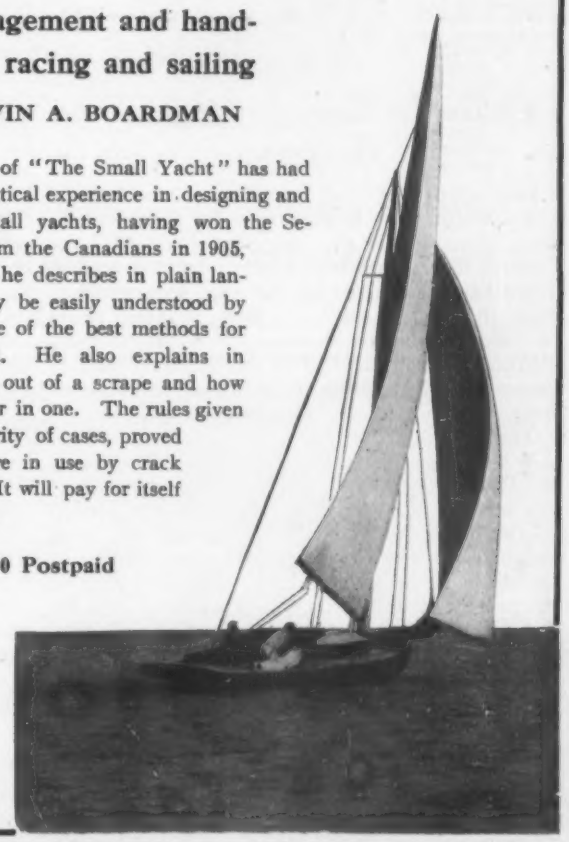
The SMALL YACHT

Its management and handling for racing and sailing

By EDWIN A. BOARDMAN

THE author of "The Small Yacht" has had much practical experience in designing and sailing small yachts, having won the Sewanhaka cup from the Canadians in 1905, and in this book he describes in plain language, which may be easily understood by the amateur, some of the best methods for tuning up a boat. He also explains in detail how to get out of a scrape and how to put a competitor in one. The rules given have, in the majority of cases, proved successful, and are in use by crack amateur sailors. It will pay for itself in your next race.



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Patterson Wireless Dry Battery System

"You Screw the Battery in—We've Done the Rest."

You'd hardly ask your Battery Set to work like this—but if you'll use the "Patterson System" when the emergency requires, **it will do it.**

This System revolutionizes the old methods of Battery Sets—its fundamental principle is a Screw Top Cell Unit, screwing into a solid hard rubber plate, which plate forms a waterproof cover for the entire outfit; batteries are suspended from the plate. There can be **no loosening connections—no bad contacts—no troubles from dampness and corrosion!**

A Wireless Battery Holder will not only maintain a Set of Batteries at **HIGHER AMPERAGE**, but will in a year or so **save the Motor Boat owner its entire cost from the greatly increased life each Set of Cells will give,** because of the Holder's scientific design for their protection and economical maintenance.

A WIRELESS DRY BATTERY HOLDER will last a lifetime.

Emergency Clips are provided so old style "Binding Post" Cells can be used any time "Screw Top" Cells are not at hand.

Send for Bulletin 37.

STANLEY & PATTERSON, 23 Murray St., New York

NOTE.—*Battery Cells to fit* **"PATTERSON" WIRELESS DRY BATTERY HOLDERS** *are now regularly manufactured by all prominent makers of Dry Cell Batteries throughout the country. When ordering Batteries simply specify that the* **"PATTERSON" SCREW TOP CELL** *is required in place of the old Binding Post Type of Cell.*

Driftwood

A New One-Design Racing Class for 1910

DURING the past season three of the new racing classes have met with strong support and given much satisfaction. These are the "Jewel" class, in which twelve boats were built, and raced continuously, the Manhasset Bay "S" class, and the Islip 20-footers, in which fourteen boats were built by Robert Jacob, of City Island, from a design by William Gardner. The sonderklasse, about the same size, furnished an international event of great importance.

A new class has recently been formed to build a modification of these boats, and Mr. William Gardner is at work on the plans. The boats are to be 20 feet waterline, 30 feet over all, 7 feet beam and 5 feet draft, with a small cabin for shelter, and cockpit to seat four. The sail area will be about 500 square feet and the cost $1,000.

Anyone desiring additional particulars should address Butler Whiting, care Larchmont Yacht Club, Larchmont, N. Y., by whom they will be gladly furnished.

A Class of Sailing Dinghies for Rochester

In a meeting of local Corinthians, held recently in Rochester, there is more hope for the rejuvenation of sailing on the American coast of Lake Ontario than in any movement of the last decade. What has been talked of for years may come to pass; the establishment of a fleet of sailing skiffs or dinghies, planned by an expert naval architect, capable of being handled by one man, thoroughly seaworthy in anything up to 14 or 15 miles an hour, and maintainable at a nominal cost.

The probable outcome of the new movement will be a small, informal organization known as the Rochester Skiff Club, that will be apart from any other club, and will not be under the control of the Rochester Yacht Club, although the latter organization will have a strong representation of members in the smaller fleet. The skiff club, if the present idea obtains, will be affiliated with the Lake Skiff Sailing Association, its fleet will comply in every particular with the specifications laid down by that association, and its members will be able to race against the Toronto dinghies or any other associated fleet on the lakes.

Half a dozen men had already pledged themselves to the scheme before the plans were secured, and since then some twenty-five have been added to the list. The boats have been designed by C. D. Mower, of New York, whose remarkable success this year with Joyette and Possum is well known.

New Speed Boats in the Middle West for Next Season's Racing

J. W. Whitlock, of Rising Sun, Ind., owner and helmsman of Hoosier Boy, the fresh-water champion of 1909, which, racing under the colors of the Buffalo Launch Club, won every speed contest but one last season in which he was entered, was in Buffalo recently for the purpose of planning his racing season for 1910.

"Hoosier Boy" Whitlock, as he has come to be known since he acquired racing fame by winning the championship of the Great Lakes and Central West, said some interesting things for publication anent the possibilities of next year's motor boat racing. A two weeks' trip to the various motor boat centers has revealed to him that the number of racers capable of contending for championship honors on the Great Lakes and rivers of the Central West will be trebled the coming season.

He asserts that the honor of defending the British International Trophy, or Harmsworth Cup, should not be left to the salt-water racers, but that the Great Lakes or some fresh-water inland point should develop a boat capable of contending for the trophy which is emblematical of the speed championship of the world. He said that he had heard of at least two boats being secretly built that ought to be able to do this.

"I've spent a couple of weeks looking around to see what the other fellows were doing," he said, "and I'm convinced that the coming year will see a phenomenal racing season. The number of high-speed racers on the Great Lakes and in Central Western waters the coming season ought to outnumber last year's boats about three to one. It will surely be a big racing season. They are building three new fast ones around Louisville; Cincinnati will turn out a quartet; Detroit is preparing three, one of which promises really wonderful things, and all along the Ohio and Mississippi Rivers and the Lakes I have learned of fast ones being quietly created here and there. It really looks as if there would be a plethora of racing that will keep the water churned white all summer long.

"My own racing plans for next year? I'm willing to say that, with a few minor changes, I intend to rely on the good, old Hoosier Boy and her Buffalo engine next season. I am not worrying about all the fast ones they are building to beat her. I know what my engine did in the races and in the thousand-mile run, averaging 26 miles an hour, from Rising Sun to Peoria, and I don't see how I can get a better power plant. In last year's races I was never obliged to force the Hoosier Boy to her full head. The engine has another hundred revolutions in it that I have not yet had to call upon, and I know that the Hoosier Boy has another mile of speed in her that last year's races did not force me to use.

"There will be a lot of new ones to reckon with, but I am pinning my faith on the Hoosier Boy and her present engine. Just for the good of the sport, though, I should like to see the Hoosier Boy beaten, and beaten badly, providing the boat that beats her will go out and put a couple of Yankee clinches in that British International Trophy."

Some Recent Sales and Charters

The Hollis Burgess Yacht Agency, of Boston, Mass., has sold the handsome 25-foot cruising sloop Carina II, owned by Mr. C. B. Wheelock, of Boston, to Mr. Leland T. Powers, of Brookline, Mass., and the 25-foot sloop Nike, owned by Mr. Victor I. Cumnock, of New York, to Mr. John F. Durnell, of Worcester, Mass.

The same agency has also sold the 40-foot auxiliary fishing sloop Sabine, owned by Ex-Commodore Edward P. Boynton, of the Boston Yacht Club, to Mr. Manuel J. De Silva, of Boston, Mass.; the 25-foot auxiliary sloop Jingo, owned by Mr. Augustus P. Loring, of Boston, Mass., to Mr. Sumner C. Andrews, of Gloucester, Mass., and the 21-foot knockabout Kanaka, owned by Mr. William J. Aylward, Jr., of Boston, to Mr. Wm. J. McHugh, Jr., of South Norwalk, Conn.

The following sales, through the agency of Stanley M. Seaman, are reported in addition to those published last month:

Auxiliary yawl Thora, sold by Mr. J. P. Donavan, New Rochelle, to Mr. E. Childs, Oldfield Point, L. I.

Auxiliary yawl Minnemah, sold by Mr. F. F. Carey, New York Stock Exchange, to Capt. B. B. Bradley, Tarpon Springs, Fla.

New York Yacht Club 30-footer Carmelita, sold by Mrs. Mildred S. Scott, Great Neck, L. I., to Mr. F. T. Catlin, New Haven, Conn.

Champion raceabout Pretty Quick, sold by Mr. Frederick Gallatin, Jr., Noroton, Conn., to Mr. Herman Livingston, Catskill, N. Y.

One hundred-foot gasolene yacht Daisy, chartered by Col. Robert Galloway, to Mr. Frederick A. Reed, manager Park Avenue Hotel, New York.

The steam yacht Ava has been chartered for Mr. Walton Ferguson to Mr. W. A. Park, through the agency of Tams, Lemoine & Crane.

Power Boat Race to Havana

The latest race to be added to the list of long-distance events to be held next season is one from Philadelphia to Havana, a distance of about 1,200 nautical miles. To be eligible boats must be from 50 to 100 feet in length, staunchly built and of seaworthy form. The conditions will be similar to those under which the Bermuda race is run. The date has not yet been fixed, but will probably be early in the season. This does not take the place of the Bermuda contest, which will probably be run as usual, though at a somewhat later date.

The Cape Cat Boat Association

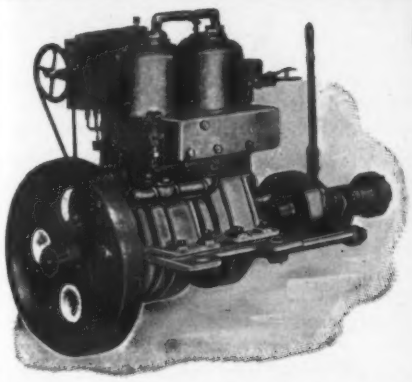
At a recent meeting of the Cape Catboat Association these officers were elected for the year: President, Frank Fessenden Crane; vice-president, F. F. Carpenter; secretary, Dr. F. E. Dawes; measurer, Ralph E. Winslow; delegate to Y. R. A. of Massachusetts Bay, Ira M. Whittemore; directors, F. F. Crane, W. W. Arnold, W. J. Coombs, H. W. Robbins and I. M. Whittemore.

The association is making efforts to boom the sport in that type of boat next season. At a meeting held recently it was decided to send delegates to a convention to be held at Providence. This was in response to an invitation from the Narragansett Bay Yacht Racing Association, which has asked that associations and clubs co-operate in booming the sport. Delegates are to attend this convention from Buzzard's Bay, the Great South Bay, Massachusetts Bay, Barnegat Bay and other places where catboat racing is popular.

There has been a revival in the interest in racing this type of boat all over the country, and one of the features of the sport in this section was the inter-bay races at Barnegat and the races for the President Taft Cup at Toledo.

Some New Power Boats

There are some new power cruisers approaching completion at the Luders Marine Construction Company at Portchester. One of these is a 50-foot cruising launch for Francis L. Field, of Belle Haven, Conn., which will be used on Long Island Sound. This vessel contains some novelties in arrangement which have not appeared before in vessels of this size. The owner's quarters are forward, under the long, raised forecastle deck, and consist of a stateroom fitted with two berths, locker and wardrobe, a toilet room connecting with the stateroom, which is just aft of the chain lockers. In the after part of the yacht is a large saloon, fitted with extension berths, a wardrobe and buffet. At the after end of this cabin is a small galley on one side and a toilet on the other. The 35-horsepower motor is placed amidships.



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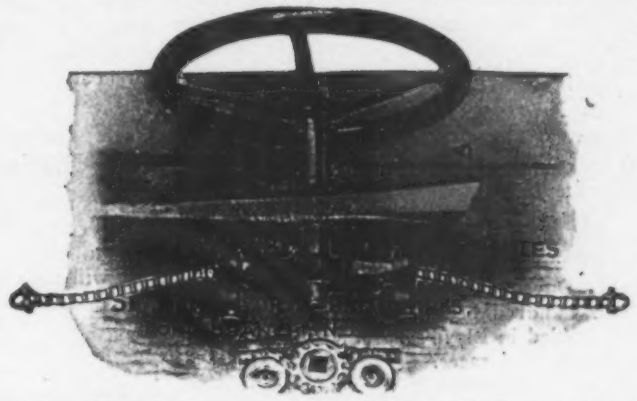

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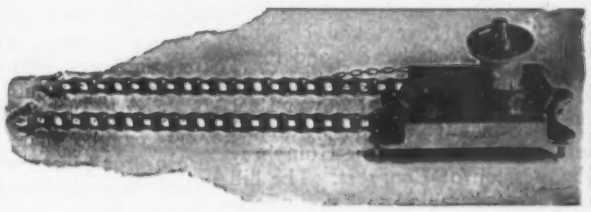

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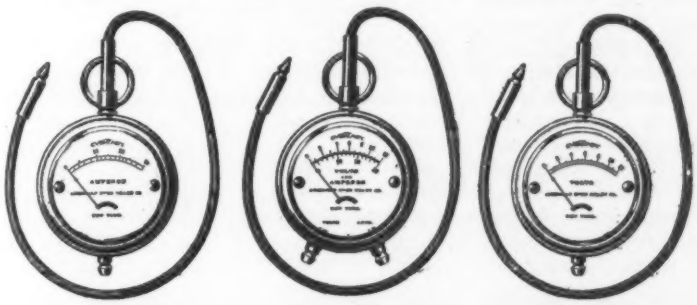

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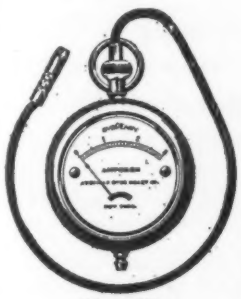

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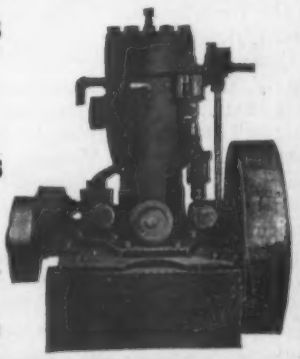

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News of the Yacht Clubs

Huguenot Yacht Club

The Huguenot Yacht Club went out of commission October 30, completing its fifteenth season and incidentally establishing several new records. The club has enjoyed a progressively successful history. This year the roster reached high-water mark, so that it was necessary to start a "waiting list." Sixty-three entries were received for the annual regatta, and great enthusiasm was displayed in the different club races as well as in the annual cruise, when the mid-summer dinner was served at the Indian Harbor Yacht Club. A large number of sail and power boat captains joined in the Labor Day clam bake, when a fleet of more than one hundred boats from the neighboring clubs assembled in Lloyd's harbor to take part in the festivities and races.

The club has taken title to the water-front property which it occupies on Neptune Island, thus ensuring a permanent home for the organization.

The Huguenots are much interested in deepening the harbors, and will have a duly accredited delegation at the National Rivers and Harbors Congress in Washington, December 8, 9 and 10.

Commodore George F. Lewis has recently been elected vice-president of the National Power Boat Association. This organization is using its utmost endeavor to prevent the passage of the Humphrey bill at the coming session of Congress. The bill contains radical and unfavorable legislation affecting pleasure yachts and power boat interests. It is the purpose of the association to so influence the minds of the merchant marine and fisheries committee (who have the bill in charge), and congressmen generally, that they will be inclined to act for the best interests of yachtsmen as well as others.

Rhode Island Yacht Club

The following officers of the Rhode Island Yacht Club, for the years 1909-1910, were elected at the meeting October 30:

Commodore, Clarence M. Dunbar; vice-commodore, Richard P. Jenks; rear commodore, Dr. Geo. W. Van Benschoten; secretary and treasurer, Frederick A. Barnes; house committee, William B. Streeter, chairman; Dr. A. C. Mair, Charles H. Hunt; social committee, Herbert W. Gardner, chairman; T. R. Goodwin, F. A. Shaw, A. A. Armington, S. E. Lyon; race committee, Bradbury L. Barnes, chairman; Frederic S. Nock, Geo. H. Smead, Ralph L. Foster, F. A. Barnes; Prudence Island Station committee, Wm. H. Shaw, chairman; E. I. Brownell, E. A. Robinson; directors at large, Henry B. Wright, T. R. Goodwin; measurer, Scott C. Burlingame; delegates to N. B. Y. R. A., T. R. Goodwin, Bradbury L. Barnes, William J. Rooks.

Newark Bay Yacht Club

The recently-elected officers of the Newark Bay Yacht Club are:

Commodore, William Sutton; vice-commodore, Ira W. Caldwell; rear commodore, Albert Wies; fleet captain, William Hansen; measurer, "King" Caldwell; treasurer, Edw. Dosher; corresponding secretary, Thos. S. Vierou; financial secretary, William J. Thompson; recording secretary, F. C. MacRae; board of trustees, Thomas S. Vierou, chairman, Ira W. Caldwell, R. Benowitz, Wm. J. Thompson, George Meachen; house committee, R. Schalenbeck, chairman, George Rummler, S. F. Herig, L. R. Harrison, William J. Thompson, J. O'Keefe; membership committee, Jess Murray, F. C. MacRae, P. Murphy, Wm. Miller, F. G. Eskes; entertainment committee, Thos. J. Wood, Jr., A. Wies, A. Martin, Edw. Flaack, H. Vaughn.

The club now has the distinction of having the largest club house of its character in the State, with a large membership and excellent facilities for boating.

A New Racing Class for the British Motor Boat Club

At a meeting of the British Motor Boat Club racing committee, held recently, it was decided to form a class for next season's racing, and the club will provide races for these boats at each of its regattas during the season. The following are the specifications of the class:

Length, not to exceed 21 feet; beam, not to be less than 3 feet 9 inches; motor, to be of British manufacture, and to be of two cylinders, each of 4-inch bore or the equivalent. The stroke in no case to exceed 6 inches.

A penalty handicap of 30 seconds per knot for winning a first prize, 20 seconds per knot for winning a second prize, and 10 seconds per knot for winning a third prize is to be enforced.

This class should prove a popular one, as the speed of the boats should be about 15 knots. The boats can be made at the same time to be very useful for pleasure purposes apart from racing. They should be inexpensive, not costing over £150 or £200 each.

One of the great points about this class, as distinct from a one-design class, is that it leaves the owner a free hand as to design of hull and make of engine, and should promote competition between designers and builders.

Riverside Yacht Club Officers

At the annual meeting of the Riverside Yacht Club, held at Riverside, Conn., in November, officers were elected for 1910. The year just closed was one of the most successful in the history of the club, which will start off the season with no indebtedness and a nice cash surplus. R. Halliday Nexsen and C. T. Pierce were chosen to represent the club at the meeting of the delegates of the Long Island Racing Association. The officers and committees for next year are:

Commodore, Thos. M. Turner; vice-commodore, Charles T. Pierce; rear-commodore, John H. Tyson; secretary, John G. Porter; treasurer, E. W. Kelly; measurer, R. H. Nexsen; trustees for term ending November, 1910, John S. Montgomery, N. M. Clark; trustees for term ending November, 1911, George E. Marks, Irving M. Shaw; trustees for term ending November, 1912, L. Vincent Lockwood, Charles T. Pierce; regatta committee, Charles T. Pierce, R. H. Nexsen, A. S. Crockett; membership committee, W. J. B. Mills, S. W. Whitson, E. W. Kelly; entertainment committee, Fred Beltz, Jr., Emmett Foy, E. R. Hunter; chaplains, the Rev. George C. Houghton, D. D., the Rev. Charles W. Boylston.

New Columbia Yacht Club

The members of the new Columbia Yacht Club, of Columbia, S. C., have perfected the organization of the club by adopting a constitution and by-laws and electing officers. The officers are: T. C. Williams, commodore; Dr. A. B. Williams, vice-commodore; G. Duncan Bellinger, rear commodore; Stephen Elliott, secretary; William M. Perry, treasurer, and Dr. D. L. Black, fleet surgeon.

The initiation fee was placed at $10, but it was decided to not charge this fee until after January 1, 1910. Until then, until the membership of the club numbers fifty, the entrance fee will be suspended. The monthly dues were placed at $1.

Commodore T. C. Williams was asked to state the purpose of the meeting, and in his talk he dilated on the beauties and advantages of the Congaree as a body of water offering a wonderfully superior means of outdoor enjoyment. He said he had secured possession of some land not far from the present boat landing, at the old quarries, and that a passageway was to be cut through to the river, allowing free entrance and exit, and that this body of water would afford a harbor for 150 boats.

Lakewood Yacht Club Celebrates Tenth Anniversary

In celebration of the tenth anniversary of the Lakewood Yacht Club there was a smoker at the new club rooms in the Hollenden Hotel Saturday evening, October 30, starting at 8 o'clock.

Every possible effort was made to arrange an interesting programme, and the evening was enjoyed by the large number of members present.

A New Lipton Cup for the Crescent Athletic Club on the Lower Bay

A new cup will be sailed for on the Lower Bay next season. The Crescent Athletic Club has this trophy, and will announce the class of yachts eligible to sail for it and the conditions as soon as the situation has been carefully looked over and conditions framed. The cup, which will be a valuable one, has been presented to the club by Sir Thomas Lipton to boom racing in the Lower Bay. Two years ago Sir Thomas gave a prize for the S class, which caused quite a boom in that class, and the races were of the best witnessed on the Lower Bay.

Jamaica Bay Yacht Club

The Jamaica Bay Yacht Club has held its annual election of officers in its clubhouse at Holland's Station, Rockaway Beach. The following ticket was named by the nominating committee, and, as it was expected, there was no opposition to it: Commodore, William J. Moran; vice-commodore, George Emener; rear-commodore, John May; fleet captain, James Snyder; recording secretary, Joseph W. Roberts; treasurer, R. T. Kriete; financial secretary, Charles Griswold; chairman house committee, John H. Ferril; chairman membership committee, James A. Garvey; chairman regatta committee, John P. Levins; directors, B. F. Daly, James H. Flynn, James E. Lent and William H. Patterson.

Boston's Motor Boat Show

The next annual exhibition under the auspices of the New England Engine and Boat Association will be held in Mechanics Building, Boston, January 22 to 29.

Chicago Motor Boat Show

The motor boat show at Chicago will be held the week of March 26 to April 2. Chester I. Campbell, who managed the Boston show, is to have charge of the Chicago show, which will be held in the First Regiment Armory.

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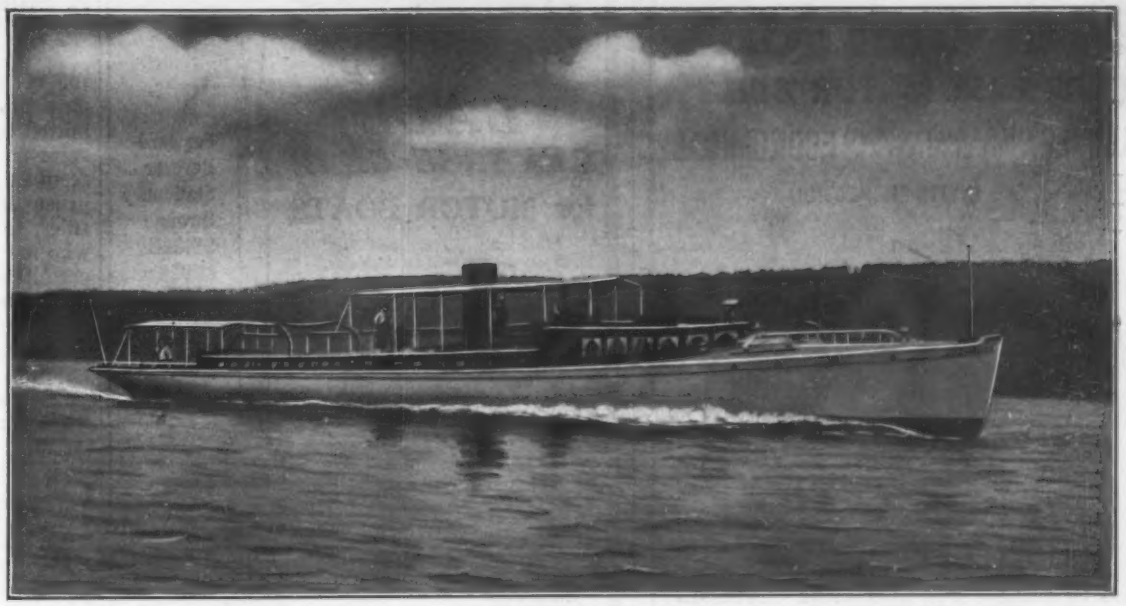

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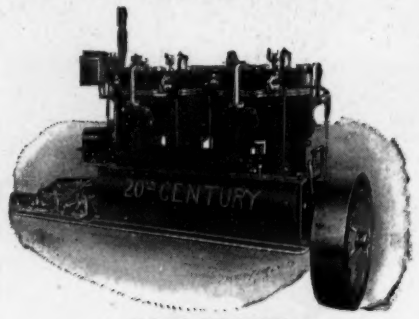

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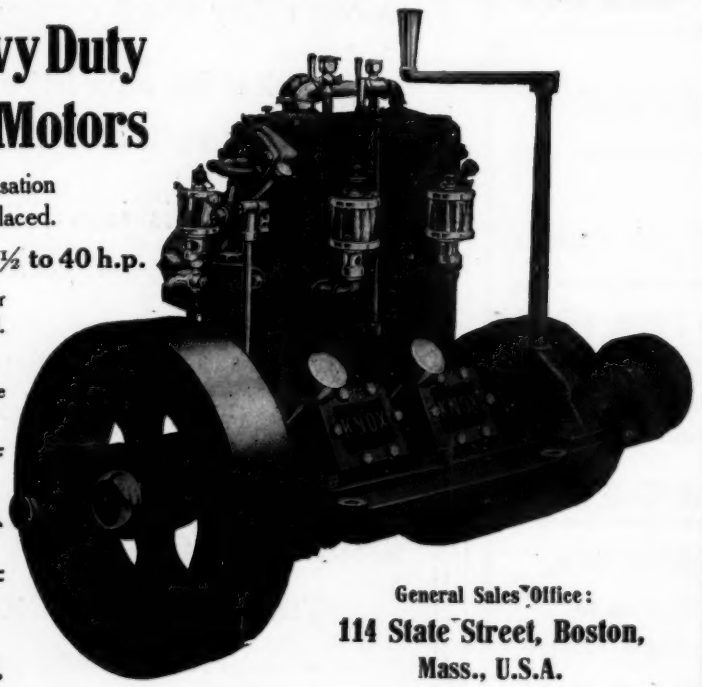

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A Summary of Motor Boat Racing for 1909

(Continued from page 437.)

the rules and regulations as set down for any particular event. In some cases boats are permitted to race without having complied with the rules as to measurement and crew. It does not seem fair to those who go to the trouble and expense of being measured, and comply with the rules, to have other boats compete against them who have not done so, and often when a boat is permitted to start without a rating it sometimes takes several days before the winner is known.

Another vital matter is that of proper courses and their lengths. The laying out of courses naturally depends upon the location of the waters on which races are held. The courses this year have been of all kinds and shapes—equilateral, circular, oblong, straightway, etc. Courses should be laid out with a view to having the least number of turns, and as many miles to the laps as possible. It seems to be a great mistake to have short courses, as they work against high-speed boats in the matter of making time. When a race is held it should be over a course laid out in nautical miles. This is the only proper standard, yet it is not carried out. If certain sections of the country adhere to the marine standard, with all races over nautical miles, and other sections use statute miles, the time made and speeds claimed for various boats is very misleading, and an injustice is often done to some of the boats. It would be well for clubs to take up this matter and make all courses over nautical miles. There is a vast difference in the length of a nautical mile, a geographical mile, and a statute mile. In the United States the mile or knot, used for the measurement of distance in open navigation, has a length of 6,080.27 feet; in France, Germany and Austria the nautical or sea mile has a length of 6,076.23 feet. In England the nautical mile, corresponding to the Admiralty knots, is 6,080 feet.

A word as to racing rules. In so far as high-speed boats are concerned, they are not by any means perfected as yet, though they are gradually adjusting themselves. The fact that more classes have been made has had a tendency to bring boats of one size and rating more closely together. There never will be a rule that will work out to the satisfaction of the majority until boats are placed in classes of a certain length, with a maximum amount of horsepower. As to the cruising or pleasure types, the rules are still far from perfect. In championship events there should be a more even division of classes. For instance, a large number of small-sized cruising boats are being built every year, ranging from 26 feet upwards, which take part in numerous events during the season, and it would seem equitable to have these classified as follows: Under 26 feet; 26 feet to 33 feet; over 33 feet and under 40 feet; 40 feet and under 60 feet; 60 feet and over. In the handicapping there would not be such a great variance of time allowance, and it would no doubt have a tendency to induce a great many to enter events who do not now do so, while a much larger number of boats would undoubtedly be built to such classes. Of course there are places where it would be hard to find enough boats to fill such classes, and in this case they would have to race in a class under 40 feet, but in the majority of places it would be an easy matter to build up classes as suggested. In England they are now endeavoring to get up classes, one in particular being a small racing boat with a maximum length of 21 feet, maximum beam 4 feet, and the swept volume of the engine 225 square inches, with all other dimensions left to the discretion of the designer. With these limitations it seems that a useful boat can be evolved.

Many of the long-distance races this year have

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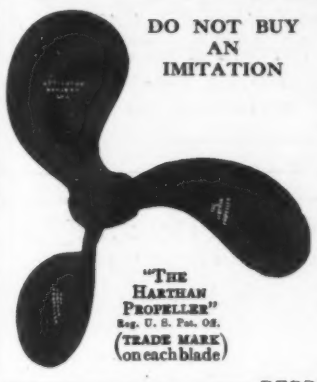

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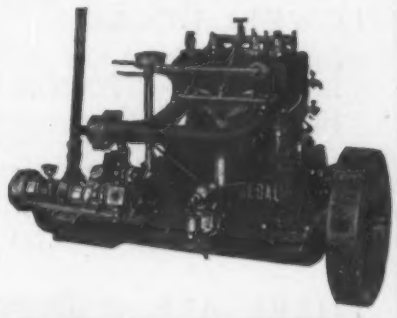

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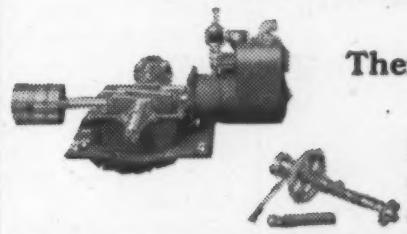

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been held under the A. P. B. A. rules for 1905, with either additions or changes, but the rules have not, in most of the cases, proved satisfactory. Past performances and actual speeds have both been tried, but without showing much of an improvement. This tends to prove that the only feasible way of racing boats is according to classes, the cruising or pleasure boats, as already mentioned, and the high speed as follows: Under 6½ metres; 6½ to 8 metres; over 8 and not exceeding 10 metres; 10 metres to 12 metres; 12 to 15 metres. In so classifying boats, fixing a maximum for the amount of horsepower, the sport would no doubt be far better than it is at present. With such a rule universally adopted the problem of handicapping would be solved.

The Log of the Hester

(Continued from page 461.)

started off toward Peconic Bay. We sailed 25 miles around the island in a little over two hours, and landed at the club house float, where we all told the social nothings which are said on an occasion like this, admitting that our lives would be a barren desert until we met again.

After supper we held the usual pow-wow, and decided to stay at Shelter Island another day. The charm of the place was growing on us more and more, and it was evident that it would take a mighty effort to tear ourselves away collectively. One star no longer guided our wandering footsteps. For instance, that evening we all started ashore together, but returned late, individually and at different intervals.

The second morning thereafter Randall called the roll at 7 A. M., and after heaving the anchor we steered out of the harbor, filled the tanks with gasolene at Greenport (a good place to procure a supply), and renewed our journey.

It was a fine, bright morning, and we found the water outside quite calm. After rounding the lighthouse, struck across the Sound toward Saybrook, at the mouth of the Connecticut River. Passed Fisher's Island, and skirted the Connecticut shore until we arrived off the Thimble Islands. Entered the eastern channel and anchored in the middle of the group. These rocky islands look like a school of whales from the outside, and are full of natural beauty. After leaving the Thimbles our course lay along the shore, which was all new to us, and we had an interesting sail to New Haven. Here we explored the harbor, first running over to Saven Rock, and then back to the breakwater, and finally dropping anchor at the lighthouse.

The next morning we were off down the Sound at 7:30. The water was very rough, but we were used to rough going by this time, and plunged along for four hours, until we finally entered the peaceful waters of Stamford harbor.

The next morning the wind had increased, and it was raining as well as blowing. Started across the Sound to Sea Cliff in the heaviest seas we had experienced on the trip. It was all the boat could weather, and we were glad to reach the shelter of Hempstead harbor. Anchored inside the Sea Cliff breakwater, off the New York Yacht Club station at Glen Cove, with the other swells. Stayed in the harbor two days—danced, fished and slept.

Here it began to dawn on us that we had not heard from New York for ten days, and we began to recall the duties of more or less importance that had been forgotten. Also, when you begin to feel that there has been too much canned goods, and that you cannot digest another ounce of tin or solder, it is time to pause and reflect on your happy home far away. It was in this frame of mind that we started for our last stop at Manhassett Bay, where we camped for the night, and back to an old anchorage in the Harlem the next morning.

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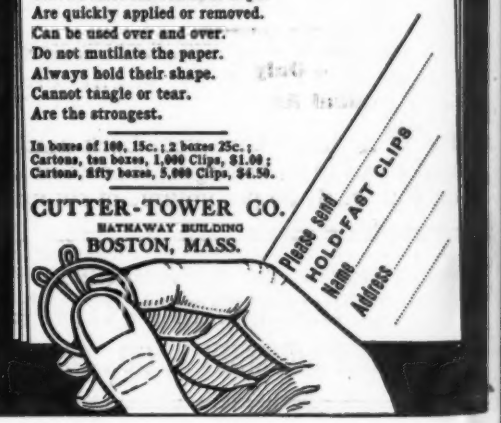

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The Work of William Gardner, Naval Architect

(Continued from page 444.)

Mr. Gardner has also built two international racers abroad—the Atyr, designed for Mr. L. Bergmann, of St. Petersburg, and Caramba, a boat of about the size of the P class, designed for Mr. K. Blomberg, of Wiborg, this year. The former won all the international races she entered two years ago, and Caramba has taken every race this year, defeating Atyr, supposed by the Russians to have been invincible. Irondequoit is also a Gardner boat. She was designed to bring back the Canada's Cup, and defeated Strathcona at Toronto, taking three races out of five.

Mr. Gardner is also well known in the steam yacht field, and has turned out many notable boats, among them being Aztec, Privateer and Colonia, and the power boats Azor II, Jassamine, etc. He has also turned out a number of successful vessels for the mercantile service. Probably the most original and unique of these latter are the new car ferries for the Entre Rios Railway, to run on the Parana River in Argentine. These boats are 300 feet long, and are designed to carry twenty-one cars at a speed of 19 miles an hour. They were built on the Clyde, and made the run under their own power from the Clyde to Buenos Ayres in twenty-three days. In these vessels Mr. Gardner did all the engineering work, as well as furnishing the complete drawings for boats, engines and machinery.

Yacht Models and Their Uses

(Continued from page 453.)

In fact, one of Gotham's prominent yachtsmen is now having built for him one of these sectional models of his yacht, in which every bit of equipment and furniture is reproduced, and at a cost which will be equal to that of one of his large touring cars.

Another use to which models are now put, of which little is known by the layman, is in experimenting in large tanks to find out just what a certain form of hull will do under actual conditions, and the force necessary to drive it through the water at the various speeds. There is a United States Government experimental tank in Washington, in which American designers frequently try out models intended to develop high speed, and very valuable data have been secured by this method. The late George L. Watson was one of the first to try out yacht models in this way, one of the boats he designed for an America's Cup challenger embodying the results of these experiments. There are now several tanks in England used for this purpose. The subject, however, is a very broad one, and deserves treatment in a separate article.

It is a curious fact that while in Great Britain almost every shipping concern considers it a matter of regular business record to obtain and preserve a model of every boat owned by it for commercial purposes, it is in this country that the yacht model obtains the greatest vogue. A prominent model maker, who recently went abroad for the purpose of studying the methods on the other side in the art of model construction, discovered that we are as far ahead of our British cousins in the reproduction of yacht models as they are ahead of us in the making of models of commercial craft.

A New Isolated Electric Lighting Plant for Marine Use

(Continued from page 482.)

at all times, using the dynamo to keep the battery recharged. There are two sets of terminals for the lights, and two sets for the ignition current. The ignition-current terminals are so arranged that the current for ignition can be taken from either one or the other of the two sets of 6-volt batteries, which are used in series to make up the 13-volt battery for lighting work, the batteries being connected in series for lighting work, and in parallel for ignition work.

The battery and dynamo current is controlled by means of a double-throw knife switch. When this switch is thrown to the right the current for all work is taken from the batteries *at the same time that the dynamo is recharging the battery.* When the switch is thrown to the left, the current is drawn from the batteries alone, for both ignition and lighting; the dynamo is doing no work whatsoever, and consequently is taking no power from the engine for driving it. In fact, the board is so designed that when the dynamo is not charging the battery, which is the case when the switch is on the left-hand side, the dynamo does not generate current, by reason of the fact that the field coils are cut out, thus effecting a considerable saving in the life of the dynamo. This is only one of the many features provided on this board for purposes of refinement of construction, and to assure the greatest reliability of operation. Two lighting circuits are provided, each equipped with fused double-pole, single-throw knife switches. The fuse plugs prevent any danger of burning out the lamps from excessive current.

When the ignition switch is on the left-hand position, 6 volts flow from one battery through the ignition circuit. When the ignition switch is on the other position, the current flows in the reverse direction across the coil points, and is taken from the other battery. Thus a double source of ignition current is assured, as both batteries are utilized in turn to furnish this current. Furthermore, the direction of the current is reversed when the source of supply is changed from one battery to the other, thus preventing pitting of the platinum points on coils and plugs and greatly increasing the life of both. The voltmeter shows at all times the condition of the battery; the ammeter shows the amount of current which is being generated, and it also shows the total amount of current which is being used. All necessary information is, therefore, given for the ready operation and control of the electric system.

A seven-point rheostat governs and controls the amount of current generated by the dynamo. If, therefore, the engine is running at an excessive speed, or if the dynamo is charging at too rapid a rate, this rate may be cut down by means of the rheostat.

The switchboard is built of marbleized slate, with an enclosed cast-iron japanned back, and all switches and instruments on the board are the best that can be procured. As stated above, the switchboard is absolutely reliable in every detail. All instruments and switches used on the 60-S switchboard are finished in polished brass. All connections in the rear are soldered and then painted with weatherproof paint. The board will last for years, even in the hardest kind of service.

A complete wiring plan and instructions accompany each shipment, so that anyone of average ability can install the Dayton Electrical Manufacturing Company's outfit on his own boat. The Dayton 60-S switchboard shows at any time the amount of current produced, the amount used, and the amount on hand.

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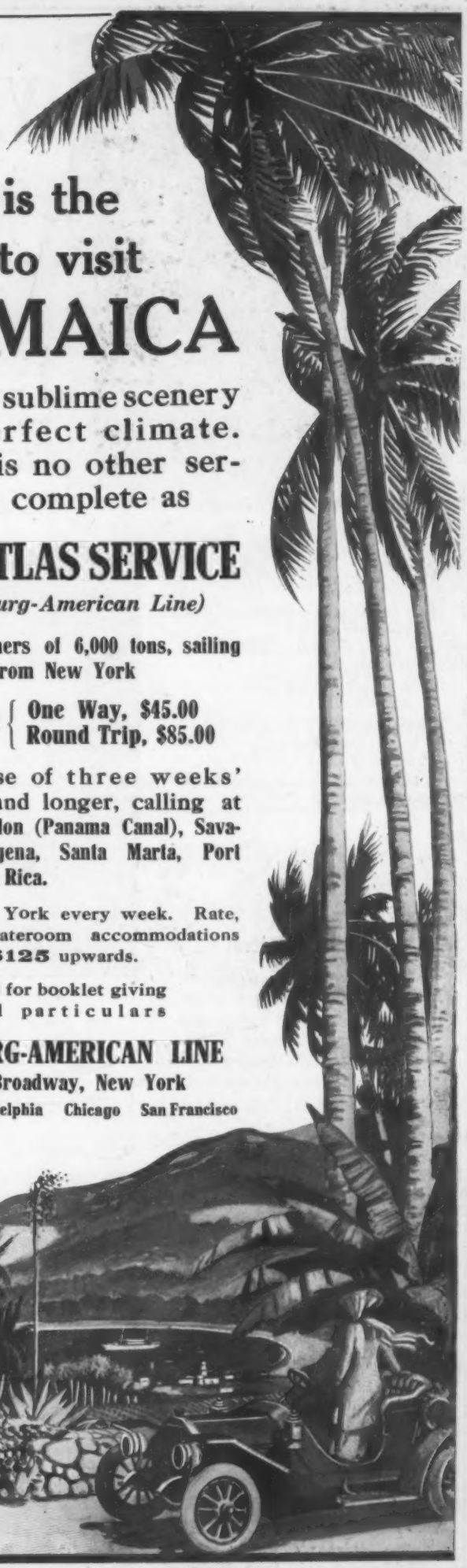

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The Trough of the Sea

O'er the glad waters of the dark blue sea
Our thoughts as boundless and our souls as free
Far as the breezes can bear, the billows foam
Survey our empire and behold our home.
—Lord Byron.

Size of picture, 12 x 14½, on double art mount.

In green, $1.50. Hand tinted in full color, $3.00.

The Night Patrol

Night after night the life saver treads his lonely tour across the yielding sands with eye turned ever seaward, keeping watch and ward lest the hungry deep engulf those who might be saved.

Size of picture 11 x 14, on plate marked mount.

In warm gray, $1.50. Hand colored, $3.00.

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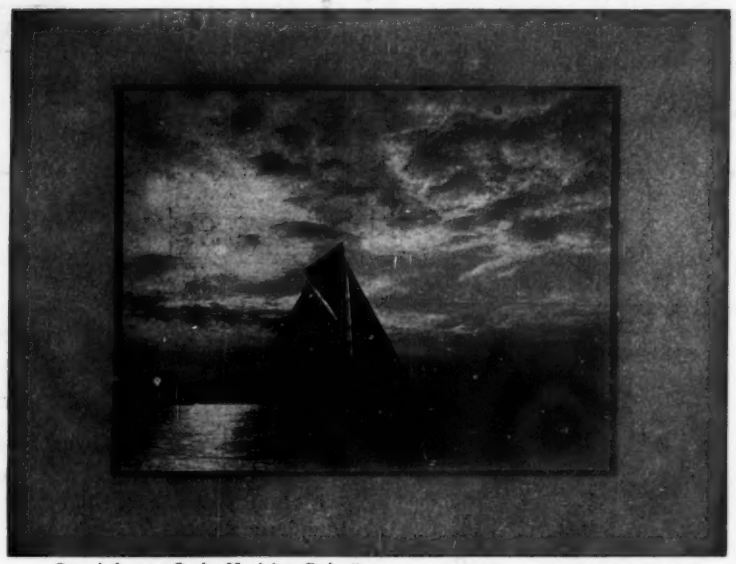

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The Moon Path

The moon enchants the watery world below
Wakes the still seas, and makes them ebb and flow.
—Nathaniel Lee.

Size of picture, 17 x 21, on double art mount.
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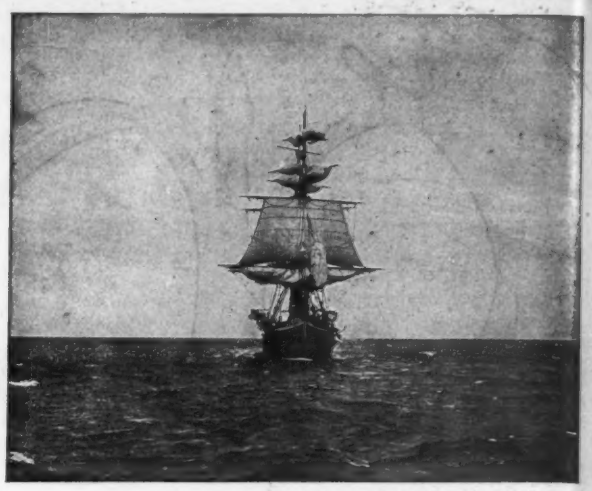

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Clewed Up

The sloop-of-war. High-powered engines and hulls of tempered steel have replaced the "oak hearted" sea fighters of an older day, but a few still remain to speak of things that were.

Size of picture, 20 x 25, on double art mount.

In green, $1.50. Hand tinted in full color, $3.00.

A Good Slant of Wind

The last of a great line:
"Good-bye Romance" the skipper cried
"She vanished with the coal we burn."
—Kipling

Size of picture, 11 x 14, on plate marked mount.

In rich green, $1.50. Price, hand colored, $3.00.

Copyright, 1900, by C. E. Bolles, Yachting Pub. Co.

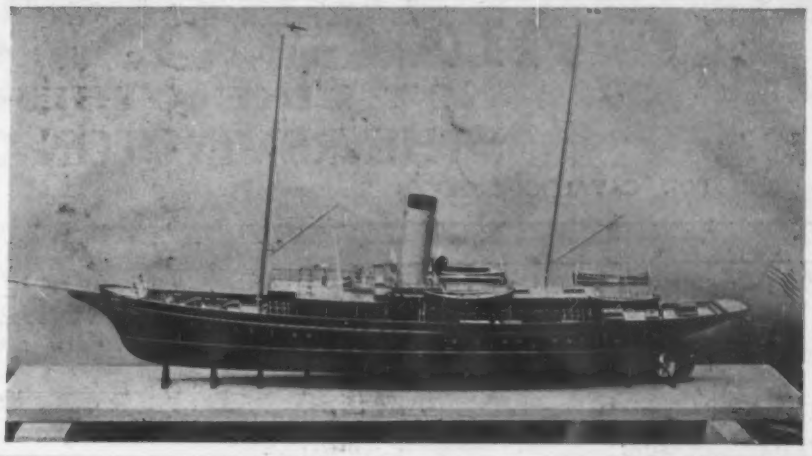
Selected Subjects from Illustrations in Yachting

Superb art reproductions in photogravure and photo-gelatine. The processes by which these are done are photographic and not only preserves the clearness and realism of the pictures, but add softness and artistic quality which greatly enhances their charm. Mounted on suitable Art Mounts they are admirably adapted for framing or for keeping in portfolio form. Many of the best art dealers throughout the country carry these pictures, or they will be sent carefully packed, express prepaid, upon receipt of price.

Yachting Publishing Co.
20 Vesey Street, New York

THE H. E. BOUCHER MFG. CO.
20 FULTON STREET
NEW YORK

MARINE MODELS A SPECIALTY
INVENTIONS DEVELOPED
PATTERN MAKING
SPECIAL MACHINERY DESIGNED AND BUILT

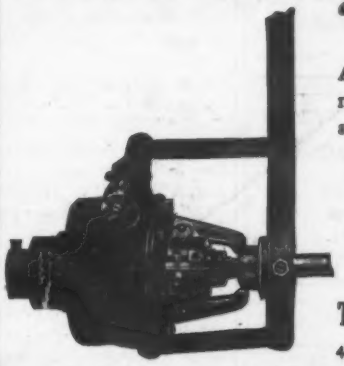


Read This Free Book Before Equipping Your Boat

¶ Send to-day for a free copy of this book. It contains more information than has ever been printed before on the subject of electric lighting for motor boats. You should read it carefully before equipping your boat for next season. Sit down and write for a copy to-day; you will find it interesting and profitable.

THE DAYTON ELECTRICAL MFG. CO.
Largest Manufacturers of Ignition Apparatus in the U. S.
99 St. Clair Street, Dayton, Ohio

Joe's Improved Reversing Gears and "One Way" Clutches



All powers ranging from the smallest motor to motors developing 150 H. P. at 1,000 revolutions per minute.

IMPORTANT CHANGES IN CONSTRUCTION AND PRICES

Advance Circular Now Ready

The Snow & Petrelli Mfg. Co.
443 CHAPEL ST., NEW HAVEN, CONN

SPEED BOATS 18 Miles an Hour and Upward

"Brownie" (built by Lindley) at 20 miles an hour.

If you want a speed boat for next season—one that will show her heels to ninety per cent of the craft you will meet on lake or river, without regard to size or horse-power, consult LINDLEY. He has made a study of speed problems for years past, and is now turning out cup winners at from $700 up, in any size or horse-power desired. Give us an idea of what you want, and we will do the rest.

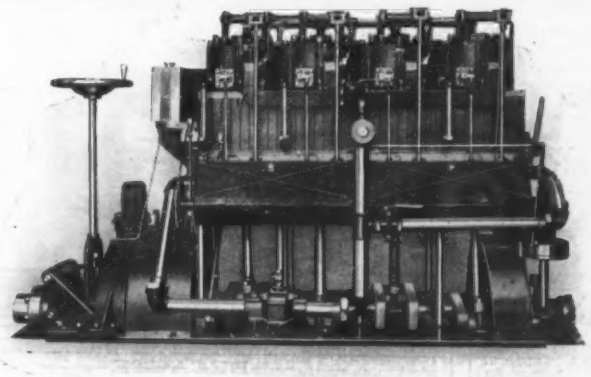
WM. H. LINDLEY CO., Canastota, N. Y.
Builders of All Kinds of Pleasure Boats. Speed Boats a Specialty.

EASY MONEY
CAN BE MADE

By those with an acquaintance among boat owners and club members. Full particulars on request.

Address Circulation Department

YACHTING PUBLISHING CO.
20 Vesey Street, New York



60 H. P. ENGINE

Gasoline Yachts & Engines

NOTED FOR RELIABILITY

Tregurtha Water Tube Boilers, Steam Launches & Engines

Send for Circulars and Second Hand List

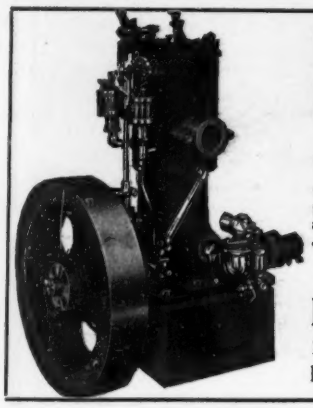
MURRAY & TREGURTHA CO.
340 West First Street South Boston, Mass.
New York Office, Room 1228, 150 Nassau St. Telephone, 4543 Beekman

REMINGTON OIL ENGINE

NOT LIKE OTHER OIL ENGINES

THE REMINGTON OIL ENGINE CO.

SEND FOR CATALOGUE NO. 3 **STAMFORD, CONN.**



The ROYAL ENGINE

A simple, practical up-to-date motor. The design and workmanship insure power for steady service.

Royal Equipment Co.
157 Housatonic Ave.
Bridgeport - Conn.

Prest-O-Carbon Remover

Guaranteed to dissolve and remove all carbon from marine or auto engines, gal., $3.75; half-gal., $2.; quart, $1.

The Prest-O-Lite Co., Indianapolis, Ind.

UNIVERSAL SPECIALTIES

Power Whistle passing Government Inspection from $12.00 to $50.00; Complete set of Galvanized Lights, consisting of side and bow lights $3.20 per set of three; Fog Horns .40; 8 in. Pol. Bell Metal Bells $2.00; Pol. Brass Bilge Pumps $1.90; Pol. Brass Hand Power Chime Whistles $3.75; Life Preservers .85

Let us send you one of our new 1909 Marine Catalogues. We carry a full line of Oils, Greases, Spark Plugs, etc., in fact everything used in connection with Motor Boats

UNIVERSAL AUTO & MOTOR BOAT SUPPLY CO.,
113 CHAMBERS STREET, NEW YORK CITY

High Grade Heavy Weight Tanks

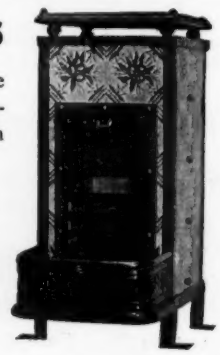
For Gasolene, Water and Air of any shape or dimensions desired for any pressure. We make only work of merit.

"Light Competition Work Not Wanted."

Galvanizing of all kinds of marine work.

L. O. KOVEN & BROTHER
50 Cliff Street : : : New York

Tile Yacht Stoves



Only suitable **stove** on the market. Of English design, tile to **harmonize** with **cabin furnishings.**

PIPE HOLE IN TOP OR BACK

Write for Circular

MURDOCK-SHAW CO.
125 FEDERAL ST.
BOSTON

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BROWNELL MOTORS

Most dependable and satisfactory.
14 to 150 H P. 4-6-8 Cylinders.
A POSTAL—A CATALOGUE
F. A. BROWNELL MOTOR CO.
ROCHESTER, N. Y.

IS YOUR BOAT FOR SALE?

An advertisement in YACHTING will Sell her
BECAUSE
Yachting goes to People who Buy
Send for our Special "For Sale" Rates.

Ferro Wins Three Gold Medals

At Alaska-Yukon-Pacific Exposition—Seattle

THE Award Commission of the Alaska-Yukon-Pacific Exposition has officially recognized the Ferro as the World's standard two cycle motor. They awarded this engine the gold medal, first grand prize for two cycle engines. The Ferro Reverse Gear received the gold medal for reversing mechanisms. The entire exhibit of Ferro engines and marine accessories in charge of the Seattle Marine Supply Co. also took a gold medal. There's a reason for Ferro mechanical perfection and operating reliability. The reason is correct design, high grade materials, and accurate skilled workmanship.

THE FERRO MACHINE & FOUNDRY CO.
Largest Marine Engine Builders in the World
Main Offices, 808 Superior Ave., Cleveland, O.

Ferro Agents and Distributers in all Principal Cities and Ports

A Boat Advertised in YACHTING is Half Sold

This has been the experience of those who have utilized "Yachting's" "FOR SALE" columns during the past season.

"Yachting," right through the season, has carried from month to month, announcements of the best craft for sale. Realizing this fact, hundreds of prospective purchasers buy "Yachting" each month for the purpose of making a selection from these "FOR SALE" columns.

YOU, who have a good boat for sale, will be quick to see the advantage of advertising YOUR craft in the recognized "FOR SALE" medium of to-day.

Advertise your boat in "Yachting," where prospective purchasers will actually look for it, and the battle is half won.

A special rate of $1.75 per inch is made on these "FOR SALE" advertisements, and when an advertisement occupies a space of two inches or more, we will, without extra charge, make a cut from your photo of boat for use in the advertisement.

The cost of various sizes of advertisements may be understood by referring to the following:

An advertisement occupying one inch space costs	$1.75	
An advertisement occupying two inches space, costs	$3.50	No charge for making cut from photograph
An advertisement occupying three inches space, costs	5.25	
An advertisement occupying four inches space, costs	7.00	
An advertisement occupying six inches space, costs	10.50	
An advertisement occupying one-half page space, costs	26.25	
An advertisement occupying one page space, costs	52.50	

A special "FOR SALE" rate sheet, illustrating different sizes and styles of advertisements, and showing, in detail, just what you will get for your money, will be sent upon application.

Send in your photos and copy for the January issue early and secure a good position. Address:

Advertising Department, YACHTING, 20 Vesey Street, New York

The WATERMAN Special Speed CANOE *OR RACING YACHT TENDER*

Won First Prize, Grosse Isle Regatta, Labor Day, over much larger boats.
Won First Prize Fall Regatta, Delaware River Club, Philadelphia, over boats equipped with 10 to 40 h.p. motors.

The biggest little boat you've ever seen. Built by the leading canoe builders of America. Graceful in design. Most approved speed lines. Staunch construction. Mahogany trimmed. $250 up. Specially designed for our famous MODEL K MOTOR. Length 20 feet. Beam 3½ feet. Equipped with our 1, 2, 3 or 4 Cylinder Motor, or two 3-cylinder Motors and Twin Screws. A "goer" from the start; a delight all the time. Send for catalog with full description. Remember it is an exclusive canoe creation. Catalog describes also our famous Porto Motor (Outboard) and our standard models from 1 to 30 H. P.

WATERMAN MARINE MOTOR CO., 1541 Fort Street West, DETROIT, MICH., U. S. A.

In the Captain's Cabin

WELL, we've finished another voyage, and have just succeeded in working the packet safely into port after a pleasant passage of 365 days. Twelve months is a longish time to be at sea; but we've had a good company aft and a cheerful, helpful crowd for'ard that gave no trouble. It's only this good-will and cheerfulness in a ship's company that makes these long deep-water voyages possible. There have been but few growls, and it hasn't taken much to stop these and make everyone satisfied. And now, after swinging to our hook in port for a couple of weeks while the hold is cleared out and the dunnage heaved overboard, we'll weigh anchor and work the ship out past the Hook for voyage number four. But before we see the pilot over the side we want all of you who have been with us on any of our other voyages to stick your fist on the articles and come down aboard with your chest or your bag prepared to stand by the ship for what is going to be the most interesting trip we've yet made. And you want to get aboard now, before the shipping master or his runners get after you, so that you can pick out a good berth and won't have to wait till we get off shore to get shaken down into place.

During the past year we have tried to make the magazine the most comprehensive of any in the field, and we believe we have succeeded. We have covered a wider range of events than any other periodical, we have spared no pains to make the articles accurate and interesting, and have tried to make the magazine as a whole not only a readable proposition, but of practical value to every man who owns a boat, be it a sail or power craft. Whether or not we have succeeded in this laudable purpose is for our readers to say. If you like the way the ship has been handled, signify it by signing on for another year. We expect next year to give you even bigger value for your money than we did this year. Our plans are well laid, and the winter numbers will be the ones that you cannot afford to miss. There will be a corking good story of a motor-boat cruise from Florida to the Bahama Islands that takes one over a winter cruising ground right at our doors which is but little known; there will be a cruise to the rugged Maine coast in a 24-foot sloop; a deep-water yarn of a voyage to Hong Kong; practical motor boat articles by Herbert L. Towle and H. W. Slauson; stories by L. deB. Handley; Pilot Water Navigation has still two more instalments, while there will be other articles on seamanship, and especially on the handling of small vessels in heavy weather when it is necessary to heave-to or run before it. The January issue is the Boston Motor Boat Show number, and gives a forecast of what this, the first show of the year, will produce in the way of new ideas and designs in boats, engines and accessories. The February issue will do the same for the New York Show; March will be the big Boat-for-Sale number, larger and better than ever before, containing the best bargains in the market. The spring and summer will see us covering the various events from the inside, as we have done heretofore, and we will keep abreast of the game in every particular.

There have always been a number of our readers who have never signed on, but have trusted to getting the magazine from news stands, with the result that there was always a chance of missing several of the issues through neglect or finding the news dealer sold out. Now we have decided, in order to insure these readers seeing every number, to reduce the price of a subscription to $2.00, making it an inducement to every one to get his name on the crew list. We want you on the articles, where you will feel that you are one of us and will have a right to register a growl if things are not going right. The tax is not high and we want to see you with us.

The first of the year is the time most of you pick out the magazines you are going to read, and on the opposite page will be found a list of some combination and clubbing offers we can make whereby you will save considerable on the year's outlay. Look the list over carefully, pick out what you want and remit to us. Show us that you appreciate our efforts by getting aboard.

During the coming year we shall, in accordance with our policy since the magazine was started, see that the advertising columns are just as clean as our editorial pages. It has been a matter of pride with us that, ever since our launching, we have spent just as much effort to keep the doubtful people out as to get the good people in. When you see an advertisement in YACHTING, you can take it for granted that we have good reason to believe that the advertiser is all right, and will give you a square deal and fulfill his promises. We are not infallible, and occasionally someone who has no right to be doing business with our readers may creep into our advertising columns, but just as soon as we discover the fact—overboard he goes!

The advertising pages of YACHTING represent the cream of the trade—those who have sufficient confidence in their goods to pay a moderately high rate for the sake of talking to our readers, and, moreover, concerns for whose reliability we are willing to vouch. There are any number of manufacturers who turn out something that will catch the unsophisticated; but the man who has sufficient confidence in his product to pay to get before YACHTING'S readers must know, before he starts the campaign, that he has something really good, and, what is more to the point, he must also convince us of the fact.

We sometimes wonder how many of you people, when writing an advertiser, tell him you saw his announcement in YACHTING.

You see it works both ways. If you tell a concern you saw its advertisement in YACHTING, the concern is able to see just how much good we are doing it, and also, when you go on record in this respect as one of YACHTING'S readers, you give us a right to take the matter up if you feel that in any way you have not received a square deal.

A while ago one of our readers wrote us in regard to a delay in the receipt of an engine which he had purchased, and asked us to take the matter up for him. An investigation showed that the engine was ordered late and with certain special fittings, and that the engine-builder had really done a great deal better in regard to time than could have been expected of him. Incidentally, it also developed that the reader entirely neglected to mention YACHTING in his correspondence with the manufacturer, and the first intimation that the engine-builder had that he could credit this sale to our account was when we tried to hurry him up a bit.

When you fit your boat out in the spring, or when you buy a new one, it is just as easy to purchase from those who talk to you through our pages, and it is only fair to those that help support your magazine that you, in turn, should support them.

There's another thing we want to talk about. There have always been a lot of events of great local importance during the season that are never reported in any magazine, chiefly because no one took the trouble to write them up or send in an account of them. Now, everyone likes to read about the affairs in which he is more or less interested, and we have made arrangements to have a representative of YACHTING in every locality where the sport is indulged in to any extent, who will send us periodical contributions relating to the "doings" in these localities and the news of the various yacht and launch clubs, activities among the boat and engine-builders, etc. Any clubs having news of interest they would like published can send it in through this representative, who will also be on hand at all races and at all the yachting activities of the vicinity. We are going to devote several pages in each issue to these items.

"Yachting's" Magazine Combination Offers for 1910

On the preceding page we have given a brief outline of our editorial plans for the coming year, and advanced reasons why you should become a subscriber. As this is the season when it is customary to pick out the various magazines one intends to read during the year, we make below a number of combination offers whereby a considerable saving in outlay can be effected, in many cases enough to pay the entire cost of the subscription to "Yachting." This list has been carefully selected as appealing most strongly to those interested in yachting and outdoor pursuits.

	Reg. Sub. Price	Our Offer
YACHTING	$2.00	$2.20
McCLURE'S	1.50	
VALUE	$3.50	
YACHTING	$2.00	3.00
OUTING	3.00	
VALUE	$5.00	
YACHTING	$2.00	2.15
FIELD & STREAM	1.50	
VALUE	$3.50	
YACHTING	$2.00	3.00
FOREST & STREAM	3.00	
VALUE	$5.00	
YACHTING	$2.00	$3.55
RECREATION	3.00	
VALUE	$5.00	
YACHTING	$2.00	2.00
SUCCESS	1.00	
VALUE	$3.00	
YACHTING	$2.00	4.30
COUNTRY LIFE IN AMERICA	4.00	
VALUE	$6.00	
YACHTING	$2.00	2.00
AMERICAN	1.50	
VALUE	$3.50	

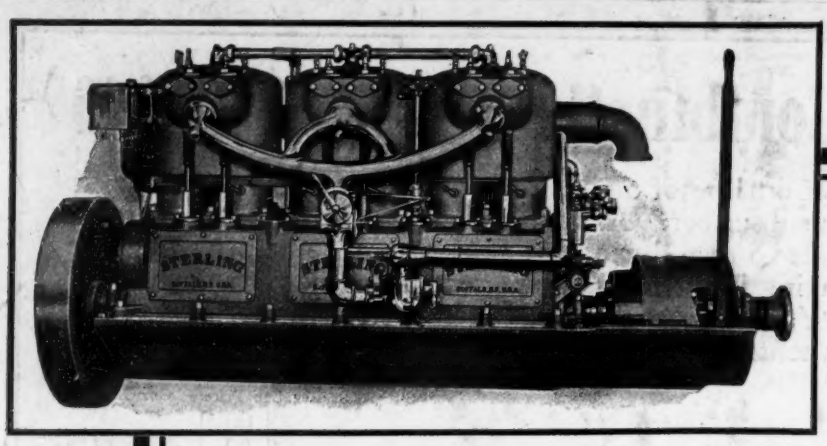
SOME SPECIAL CLUBS

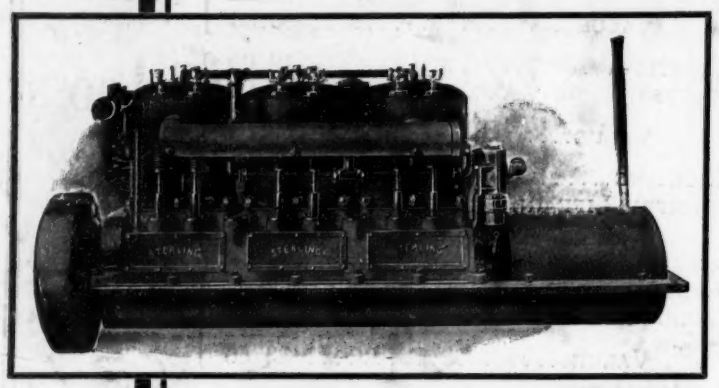
YACHTING	$2.00	$4.00
McCLURE'S	1.50	
OUTING	3.00	
VALUE	$6.50	
YACHTING	$2.00	3.20
McCLURE'S	1.50	
FIELD & STREAM	1.50	
VALUE	$5.00	
YACHTING	$2.00	3.00
McCLURE'S	1.50	
SUCCESS	1.00	
VALUE	$4.50	
YACHTING	$2.00	5.30
McCLURE'S	1.50	
COUNTRY LIFE	4.00	
VALUE	$7.50	
YACHTING	2.00	4.00
OUTING	3.00	
FIELD & STREAM	1.50	
VALUE	$6.50	
YACHTING	$2.00	$2.50
AMERICAN	1.50	
SUCCESS	1.00	
VALUE	$4.50	
YACHTING	$2.00	3.80
EVERYBODY'S	1.50	
WORLD'S WORK	3.00	
VALUE	$6.50	
YACHTING	$2.00	3.05
EVERYBODY'S	1.50	
DELINEATOR	1.00	
VALUE	$4.50	
YACHTING	$2.00	4.65
FIELD & STREAM	1.50	
SCRIBNER'S	3.00	
VALUE	$6.50	
YACHTING	$2.00	4.00
McCLURE'S	1.50	
FOREST & STREAM	3.00	
VALUE	$6.50	

For Canadian Postage, add for Field & Stream, 35c; Forest & Stream, $1.00; Country Life. 85c; Everybody's, 30c; World's Work, 65c; all the others, 50c
For Foreign Postage, add for Field & Stream, 50c; Forest & Stream, $1.50; Country Life $1.65; World's Work $1.30; all the others, $1.00

These subscriptions must be made through us. Remittances may be made by check, draft or post-office money order. Fill out the accompanying blank, writing plainly the combination desired, and send to

YACHTING PUBLISHING COMPANY
20 VESEY STREET NEW YORK, N. Y.





ARE YOU POSTED ON STERLING CONSTRUCTION?

To begin with, the maximum strength and power at the minimum weight is our idea of an ideal Marine Engine. We put the weight where it is most needed—in the working parts, which are made extra large. The bearings also on all ***Sterling Engines*** are large and ample—large working parts mean durability and long service. Superfluous weight is eliminated by careful designing, and the result is a Marine Engine that is symmetrical, compact, steady and powerful and, at the same time, is simple in construction and easy to operate. It will pay you to investigate the merits of Sterling Engines, and the more thoroughly you investigate the firmer will become your conviction that the ***STERLING*** is just the Engine for ***YOU.***

STERLING ENGINE CO., BUFFALO, N. Y., U. S. A.

Member National Association of Engine and Boat Manufacturers

A'Top of the Wave of Popularity

TUTTLE ENGINES

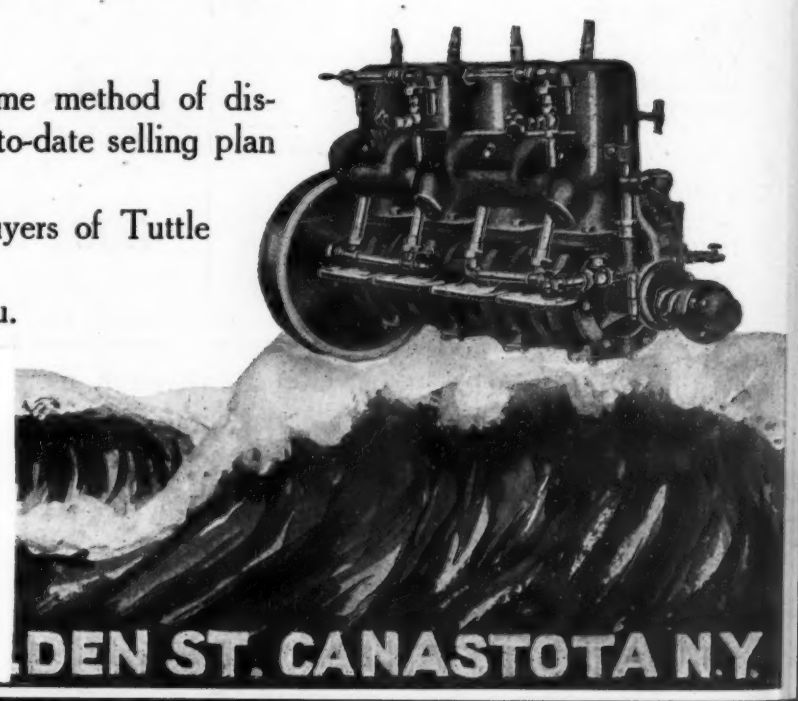
And you can purchase them from now on, for from 20 to 30 per cent. less money than heretofore.

WHY?

Because we have done away with the old-time method of distributing our engines, and have adopted an up-to-date selling plan of dealing with purchasers.

It's costing us no more—and it's saving buyers of Tuttle Engines many thousands of dollars.

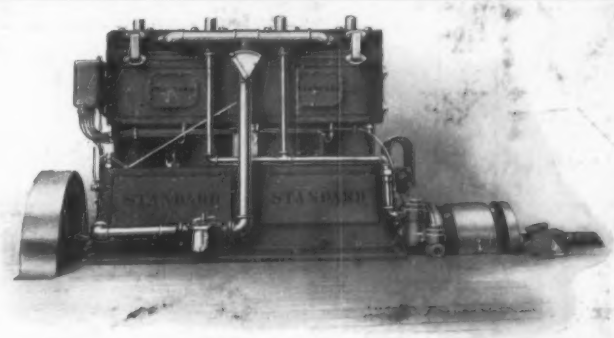
Write us for full particulars. It will pay you.



STANDARD ENGINES STILL LEAD

RACING RESULTS OF THE SEASON:

NEW YORK-BERMUDA, - - - - - Won by "Heather," 40-50 Standard Engine
SEATTLE-VANCOUVER, - - - - - - Won by "Soya," 25-32 Standard Engine
LAKE ONTARIO LONG DISTANCE RACE, Won by "Satanita," 40-50 Standard Engine
NEW YORK-MARBLEHEAD OCEAN RACE, Won by "Elmo II," 12-16 Standard Engine



The "STANDARD" Engine

"The best is the cheapest" is an old saying which is most fittingly applied in purchasing a marine engine. The Standard is the lowest-priced engine on the market, regardless of the common impression otherwise. Our prices cover large bore and stroke; low revolutions; unequaled workmanship and design; and outfit complete, ready for installation. When you place your order for a Standard engine you can assure yourself that your delivery shall include all the details required to make a perfect and complete marine engine installation. Write for catalog, and submit to us your requirements.

Standard Motor Construction Co.

172-180 WHITON STREET JERSEY CITY, N. J., U. S. A.

COLGATE'S ANTISEPTIC RAPID-SHAVE POWDER

TRADE MARK

1. "Shaving's a torture with my tender skin."

2. "What! No more new blades. What a nuisance!"

3. "Hello, here's this sample of Colgate's 'Rapid-Shave Powder.' Rapid, eh!"

4. "It's got to be a 'rapid shave' for me *this* morning. Only a dull blade, too."

The Powder that Shortens the Shave

Just sprinkle the wet brush and lather *your face.*

Softening—Soothing—Sanitary

Fresh soap with every shave. No soap that touches brush or skin is used again. No rubbing in lather with the fingers, or making it in a cup.

Aseptic and Germicidal

Hathaway Bldg., Boston, Mass.
Analytical Chemist and Bacteriologist.

"I have examined Colgate's Rapid-Shave Powder, purchased on the open market, and find it to be notably free from uncombined alkali.

"It is aseptic, and as used for shaving, it is germicidal."
July 10, 1909. (Signed) FRANK B. GALLIVAN, Ph.D.

(Reports of other eminent chemists sent on request.)

The quickest and cleanest way of making a lather as lasting and delightful as that made by our famous Shaving Stick.

Best for a safety razor. Every bit of powder is worked into lather. No soap clings to razor's edge.

Trial box sent for 4c.

COLGATE & CO., Dept. 44, 55 John St., N. Y.
Makers of Cashmere Bouquet Soap.

5. "'Sprinkle a little powder on the wet brush'! Simple, isn't it?"

6. "'Lather your face.' My! that's fine. It certainly is rapid."

7. "Isn't that smooth! And I thought the blade was dull."

8. "The blade did pull yesterday. It must be this powder that makes the difference."

9. "Plenty of time for breakfast this morning. I only wish I had another face to shave!"